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A SQUADRON OF THE UNITED STATES NAVY

On a Friendly Cruise Around
Latin America



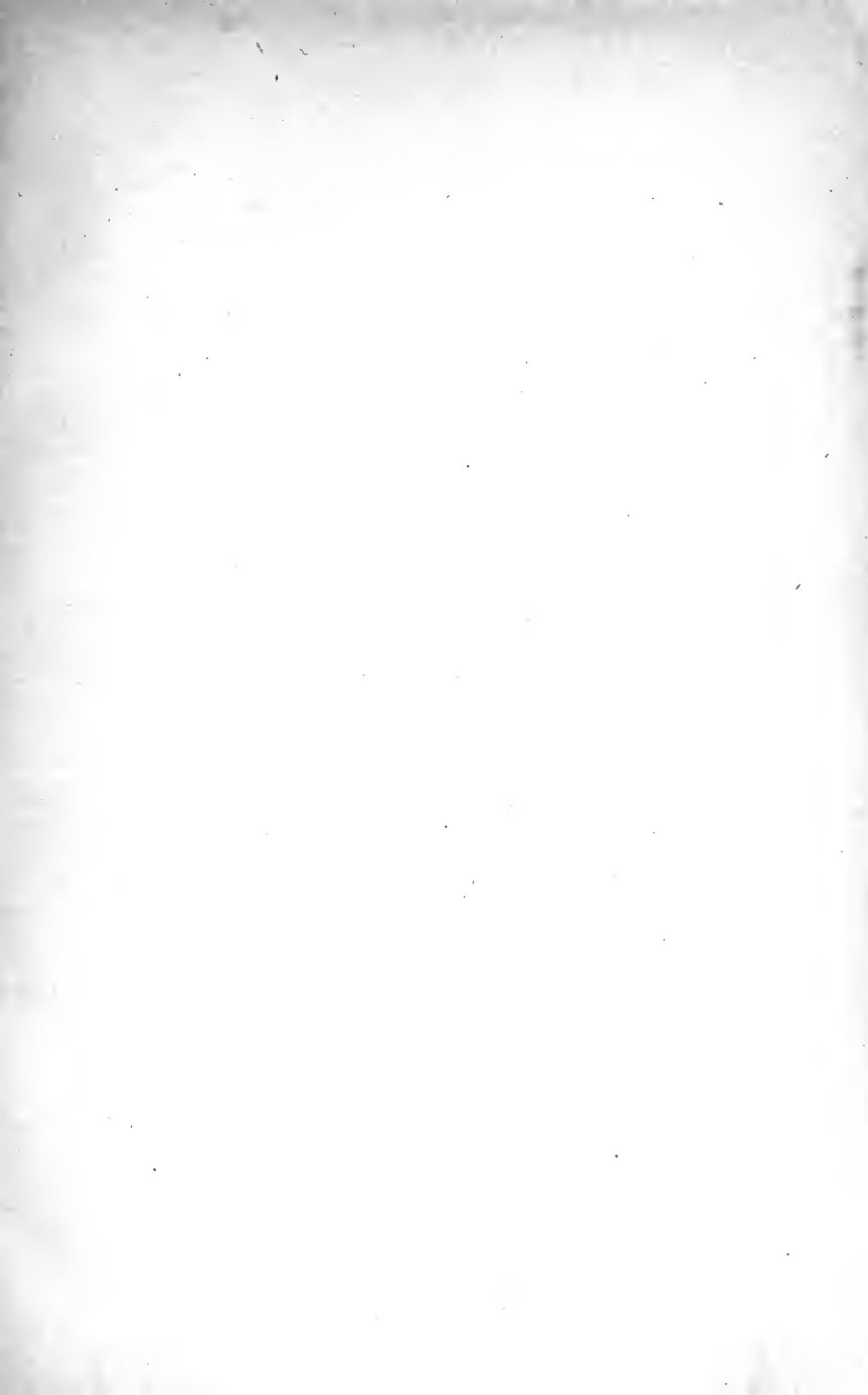
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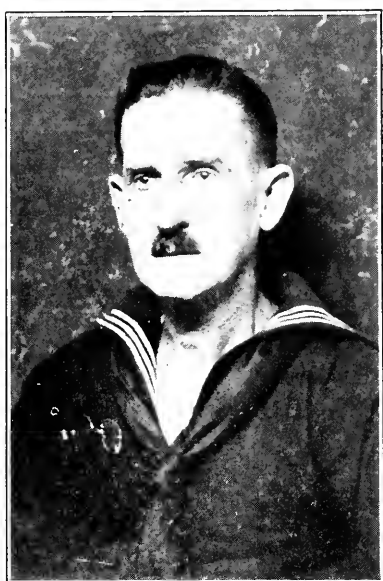
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To his very dear friends,
Doctor Charles B. Marston and family,
of San Rafael, California,
this volume is affectionately inscribed
by the author.



A SQUADRON OF THE UNITED STATES NAVY

On a Friendly Cruise Around
Latin America



BY
WILLIAM WALLACE SWINYER

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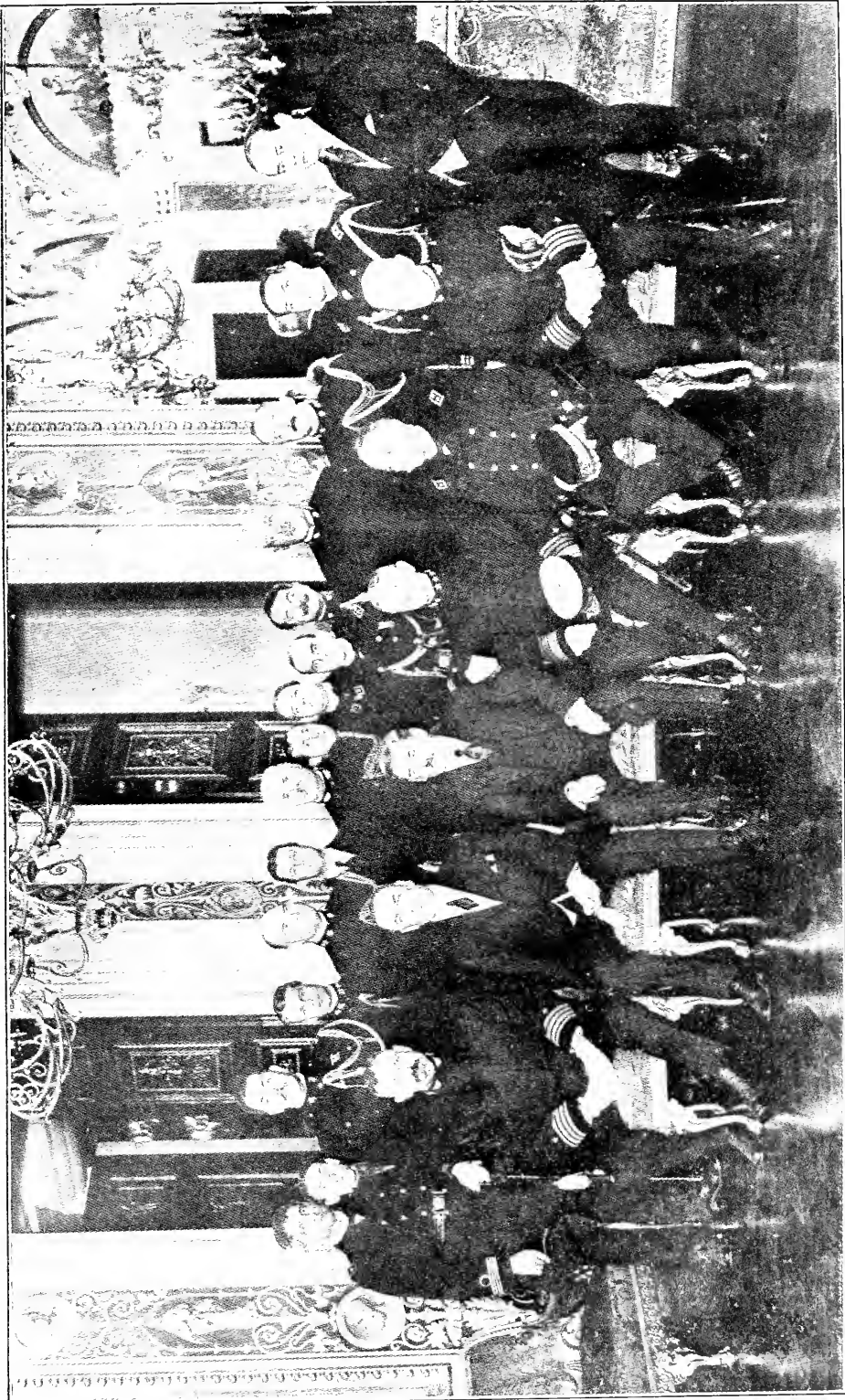
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United States Naval Officers and Brazilian Notables. Admiral Caperton is the man with a white cap, who is seated in the front row. Commander Bradshaw, of the Flagship Pittsburg, is the tallest man in the rear row, directly back of the Admiral. Com-

PROLOGUE.

At the outset of the following story the writer begs leave to mention that, as a result of the journey therein 'about to be described, his own ideas concerning Latin America have shifted. Heretofore this particular domain has been a sort of minus quantity that did not come within the radius of his scope.

Yes, North America hasn't a monopoly on all of the good things that are to be found upon the Western Hemisphere, and your humble servant is glad of it. Latin Americans are different, but by no means inferior, to other enlightened people. Their country is ahead of North America in apparently so many important ways as the latter excels the former in others. Surely all Americans have reason to take pride in their own country, every foot of it, from Hudson Bay to Cape Horn.

Each man of the United States squadron was so sincerely welcomed throughout Latin America that none of them, so far as I know, had a chance to see anything that did not appeal to his better nature. Therefore the writer is enabled to make mention of only the things that ennoble rather than of those that degrade.

The southern portion of America undoubtedly has, just like the region up north, many disturbing elements to contend with; but, you may depend upon it, that it is strictly alert thereto. It is amazing how so many discordant elements can be held so severely in restraint as they are in most of the Latin American commonwealths. The efficient manner in which United States sailors were everywhere shielded from petty annoyances pleased the lads.

When it comes right down to sincere hospitality, oh, say! enough said!! Just go south once and there, under the southern cross, learn the meaning of **Simpatico**. Satisfy yourself as to whether the people are not of an unusually friendly type, and, if this friendship is not genuine. A few of us, who had not journeyed abroad before, expected to find a sort of semi-wilderness in the southern clime. All of this notion was dispelled in the very first Latin American town that we struck.

IN MEMORIAM.



CLAY TENNEY LYLES
Died July 22, 1917.
Body sent to Garland, Texas.



EARL HASTINGS CRAWFORD,
Died Sept. 19, 1917.
Buried at Houston, Texas.

E. D. WETTSTEIN,
Of Bremerton, Wash.,
Died May 16, 1917, in Guatemalan
Waters.
Buried at Sea.

A SQUADRON OF THE UNITED STATES NAVY

On a Friendly Cruise Around Latin America

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CHAPTER I.

The writer enlisted in the United States Naval Coast Reserve, for service on shore, and was not surprised at suddenly finding himself aboard of a cruiser. His presumption was that, after being properly outfitted, he would be assigned to duty at some naval station. Had he any idea that an extensive cruise was in store, then a decided objection would have been made, and especially at San Diego. However, he felt quite sanguine that, when his ship should leave the latter harbor it would go north, but after passing Point Loma it turned south. Needless to say, he was then very much surprised and realized that a perplexing situation must be faced.

Throughout all of the extensive cruise that followed there was so much of interest and so little of discomfort that it was a source of pleasure to participate.

Admiral Caperton's squadron, consisting of the cruisers Pittsburg, Frederick, Pueblo and South Dakota, passed through the Golden Gate April 25th, 1917, and headed south. After a pleasant voyage, of five hundred miles, it came to anchor under the protecting guns of Point Loma. Now, as everybody knows, the beautiful city of San Diego, California, is safeguarded by these same guns, and that it is a metropolis of unusual interest.

The first thing that attracted attention was a fleet of seventeen aeroplanes that were then in the air, darting hither and yon in preparation for possible eventualities. The second object of interest was a large rust covered steel ship that had just been refloated, and after it was stranded fourteen years on a South American island. This craft had just arrived and under its own motive power. The latter fact added to the rescue of so great a vessel after it had been so long on the rocks caused general amazement.

During our stay here I made but a single journey ashore, and that for the purpose of seeing the grounds of the Panama-California Exposition. Was astonished and charmed at the panorama that the buildings and grounds, together with the swarms of jet black doves flying overhead presented. Beautiful beyond the possibility of justifiable description and decidedly original; this great achievement does reflect credit upon the people of Southern California. The

writer was privileged to visit six of the world's great shows, beginning with the mighty Columbian exhibit at Chicago, and at none of these places were there such beautiful grounds as there are at San Diego.

After weighing anchor, on May 7th, the ships began a twenty-three hundred mile run to San Jose de Guatemala, where they arrived May 14th, and then laid too three miles distant from shore.

While the admiral, accompanied by his staff and the usual escort of marine orderlies, were ashore, those of us who remained afloat enjoyed ourselves in various ways. Bathing was out of the question, because of the immense number of sharks that swam lazily about. A few of these monsters were of the man-eating variety (namely, tiger sharks, with striped backs). These sharks afforded no little enjoyment, as several of them, one fourteen feet long, fell victims to our fishermen. All hands were delighted with the balmy air and exquisitely blue tropical sea waters. They were also interested in the swarms of flying-fish that circled about at times not unlike a flock of blackbirds. Each night all men who could find space, therefore, slept out on deck and watched the peculiar antics of the Southern Cross. The expression "peculiar" is here used, because the five star constellation of the Southern Cross, that is seen only in southern latitudes, seems to those who are unversed in astronomy to ignore the accepted laws that govern the universe. While other luminaries pursue the course of stupendous orbits, this cross apparently remains in a fixed position slowly revolving on a central pivot. Another constellation, also peculiar to Latin America, is that of the false cross.

It was pleasant to sleep out on deck here; but the charm ended when we were always driven to cover on account of the midnight daily tropical showers.

BURIAL AT SEA.

A sad incident closed our stay in these waters, when it became necessary to bury at sea the body of E. D. Wettstein, who died on the cruiser South Dakota. Upon this occasion a twenty-mile run out to sea was made, and there, in latitude 13 degrees, 30 minutes and 30 seconds north and longitude 90 degs., 50 minutes and 00 seconds west, Wettstein's body was buried. The surrounding water was literally alive with sharks, that were disappointed when the heavily weighted body sank with amazing swiftness to the very lowest depths of the sea. Fleet Chaplain L. N. Taylor conducted the burial, under the half-masted colors, upon the quarterdeck. This was in presence of the entire ship's company. Spotless white was the uniform of the day; except that the guard of honor wore, in addition to the regulation whites, a black neckerchief. Shipmate Wettstein's body, heavily weighted and encased in a strong canvas bag, and enwrapped in the national colors, was lying in state on the starboard side. At the close of Chaplain Taylor's impressive eulogy, the body was consigned to the sea, and, while it was sinking from sight, twelve marines fired a three-volley salute. This was immediately followed by a very im-

pressive sounding of taps by Bugler Dallighan, one of the very best veteran buglers of the navy. It is reported that Dallighan performed a similar service for the martyred President McKinley. As an especial tribute of respect to the deceased sailor, each officer of the ship wore an arm band of crepe that was three inches wide.

The sea is now his winding sheet,
Beneath the Southern Cross he lies asleep;
His dust is mingling with the sand,
That sweeps the shores of a foreign land.

The Admiral's Return.

After three days the admiral returned from his satisfactory visit with Señor Cabrera, el Presidente de Guatemala, and the cruise was resumed May 17th. As the lofty volcanic mountain peaks of Guatemala disappeared from view, there were many expressions of regret because it had not been possible for liberty leave in this most friendly and beautiful country. Although the volcanic peaks were of majestic mien, they impressed some of the lads with an ominous feeling. This portent was especially significant in view of the terrible catastrophe that has just overwhelmed that land.

Just prior to arrival of the American squadron, Guatemala broke relations with Germany. Her example was followed by Nicaragua, Costa Rica and Honduras.

Directly after leaving the vicinity of Guatemala, and while the squadron was passing by the coast of San Salvador, a terrible earthquake devastated that land. It is unfortunate that the Admiral did not learn of the disaster until his ships had gotten too far away to be able to render assistance.

The one thousand-mile run from San Jose to Balboa was quite interesting, especially as the fleet neared its destination, where many picturesque islands were passed. Just prior to reaching port and entering what is probably one of the longest stationary dry-docks in the world, the first wonder of the great Panama Canal appeared at our right. This is in reference to the mighty sea-wall that was formed by uniting two mountainous islands to the mainland.

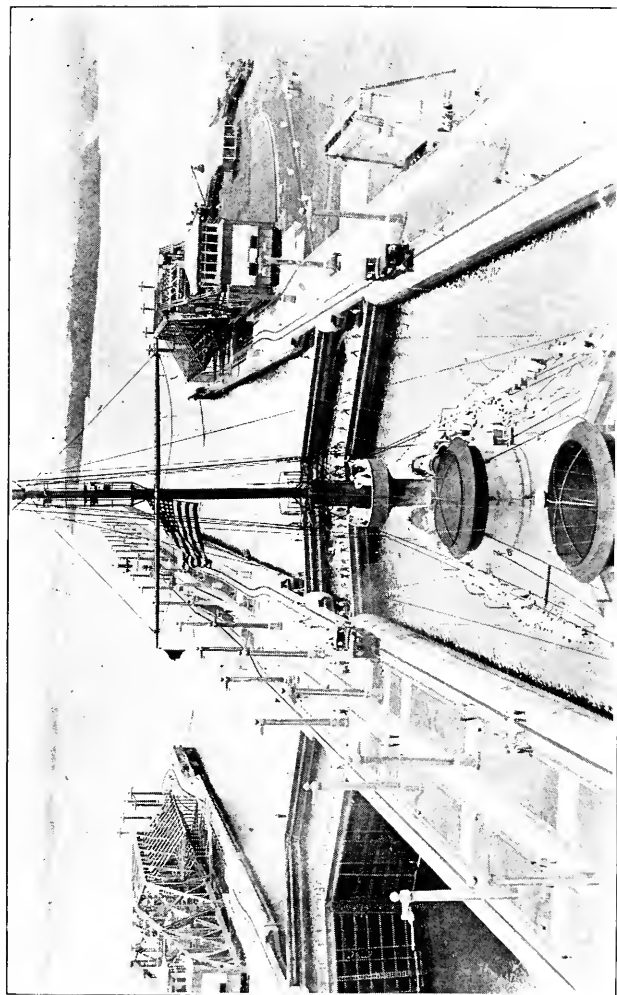
Balboa is at the Pacific Ocean entrance to the Panama Canal, and but four miles distant from Panama City, capital seat of the Republic of Panama. We arrived at Balboa May 21st and the Admiral then performed his second pleasant duty, of extending the respects of Uncle Sam's government to another sister republic. The result was that a cordial invitation was extended by President Ramon Valdes to the personnel of the United States squadron to accept the hospitality of the Republic of Panama. Now the boys hadn't stepped over for a long time, and "they went to it like greased lightning," and were well treated. Every ship was dry-docked, cleaned, painted and thoroughly overhauled prior to a resumption of the journey May 24th. During the interim all parties improved every moment of the liberty privilege inspecting a one thousand foot drydock, the navy yard, the model city of Balboa, the

ancient Spanish town of Panama, the alligators lazily snooping around in the water and the tropical foliage along shore. There are probably no such commodious shops elsewhere as there are in the navy yard here. No overcrowding of either men or machinery and the latter of colossal proportions. But our government went farther still and builded adjacent to this navy yard a city, that its employees might be properly cared for. Prior to the commencement of this great work there was a warfare made to exterminate mosquitoes, which were probably a greater menace here than they were anywhere on the Western Hemisphere. You may ask how about this? The reply is that, during our two weeks' sojourn in the zone, we did not see a single mosquito or even a fly. Am drifting and must return to the city of Balboa. This modern city, built during the last three years, ranks very high from every viewpoint; however, all facts relative to the place are of common knowledge; and I will, in passing, say that this fine airy town, with its model homes, wide asphalted streets and superb sanitary conditions, is in striking contrast to the old Spanish type neighboring city of Panama. The latter town, being one of the oldest in America, is naturally handicapped because of its antiquity. This latter place is destined for a marvelous future, as it is widely awake and rapidly eradicating the ancient style drawback features. Since the writer visited the city but once, and that during the evening hours, he cannot speak of the immense volume of historical facts that are so necessary to round out this article.

A pretty farewell entertainment was provided by the good people of Balboa for the boys, on the eve of their departure for passage through the canal. This is in reference to a dance, in the open air, upon the finely paved boulevard that encircles the spacious public square. Per request, the entire band of our flagship furnished the music. The best ladies of the city cheerfully danced with sailors, and with sailors only, much to the chagrin of onlooking regular soldiers. (Never mind, good fellows, they'll get to you yet.) Our lads just covered themselves with glory and there wasn't a disorderly man in the bunch. Just a word about the ladies, who were seen at the ball. These women were mostly of the fair type of countenance; but nearly all of them had a sort of wan, drawn faced appearance, that showed plainly the effect of the tropical climate in which they live.

The Panama Canal.

There was but scant mention made of the city of Balboa and, for a like reason, it is unnecessary to make more than a short reference to the Panama Canal, which is conceded to be the greatest of all engineering feats. At the outset kindly, permit a statement that the mighty Sault Ste Marie Canal, between the United States and Canada, has some features that are even more interesting than anything to be seen here. Three enormous double locks, the great Culebra Cut, a mountain that was demolished and one that was constructed, are the main attractions. Millions of dollars worth of



The Flagship Pittsburgh Entering Gatun Locks.

abandoned French machinery was sunken into a swamp and an artificial hill erected thereupon. Now this hill was not built as a monument to the courageous Frenchmen who first tackled the job, but to impound the waters of a lake. The reason for demolition of a mountain was to remove forever the lateral pressure that threatened destruction to the canal. Some of the Frenchmen above referred to recently revisited the "zone," and in their astonishment exclaimed, "We never dreamed that the Americans would build a mountain." The entire ship's company was especially interested in two enormous steel structures, at each lock, that revolve on a turntable and that carry an extra gate (emergency dam), for dropping into the position of any gate that should get out of order. The additional expense for this contrivance must have exceeded a million dollars for each lock. Then there are six powerful electric engines, called donkeys, located at every lock, for towing each large ship, which is barred from the use of its own motive power. A man who claims to be properly advised stated that it cost the government \$14,000 for the passage of each cruiser through the canal. Of course the zone district is guarded by a large army that is equipped with the mightiest of weapons. Furthermore, during the night time the entrances are constantly under the glare of huge revolving searchlights. It took eleven hours, on May 24th, to make the passage of fifty-six miles and to coal ship at Christobal (emphasize on the "o"), and meaning Christopher. Colon is Spanish for Columbus; so there you have it, Christopher Columbus.

The government coaling station mentioned above is of the most modern construction, and it has many surprises in store for the uninitiated. An immense shout was let out by the boys when they saw that a large body of Jamaica negroes were about to come aboard for stowing away coal. (This task, as well as that of all of the coaling work, is usually performed by the crew.) The Jamaica negroes receive but \$1.50 per day for performing the hardest kind of work and in the warmest of weather. They are so rapidly replacing the whites as to now comprise about one-half of the "zone" employees. White people received more than twice the amount of pay for performing the work that is now being done by Negro subjects of Great Britain. Oh, yes, Uncle Sammy has an eye to business. Should you call one of these Jamaicans a nigger he comes right back with, "I ain't no nigga! No sah!! I se a Bridish subjee, I is!" The zone management designates the races as gold and silver men and signs thus worded indicate the places where they are to separately assemble.

Again this story is sidetracked and must be shunted back to the main line.

While our ship was making fast all hands carefully studied the coaling outfit. They noticed on a high trestle that traversed a dock at which a dozen ordinary ships could coal at one and the same time, about forty large motor driven cars. These coal-laden cars began to move forward and, almost before they realized it, coal was rushing aboard from a dozen different conveyors and

pouring through as many openings in the deck. The task was completed in about one-sixth of the usual time and all was serene aboard.

Christobal is the canal zone town adjacent to the negro city of Colon, of small size and destined to grow.

The City of Colon. (Emphasize "on.")

Only a small percentage of the people here are other than of the Negro race, and these few reside in the midst of cocoanut groves at one side of the city proper. This town of 40,000 people, which is rapidly growing, consists of the regulation three-story structures. On account of the prevalence of earthquakes, the law limits the height of buildings. Very narrow streets and razor-edge alleys are characteristic of the place. The population is densely packed in and there is serious danger of a conflagration or an epidemic. Our government is responsible for the model sanitary conditions that prevail here. The masses of the people, although not prosperous, are careful and take pride in their city. The swell Negro organization of the place acted as an escort to newly enlisted British soldiers. This aggregation was it. Had the ancients seen that glittering array of spell-binders, Solomon would never have been mentioned. Each man of the bunch was caparisoned in an entirely different style of a rich flowing robe with gaudy head piece and a gold plated sword. Every loud color known was assembled in the make-up, and when straddled over a horse, these Ethiopians did shine.

There was pleasure aboard ship when, on May 30th, the fleet headed out into the Carribean Sea for the 3600 mile run to Bahia, Brazil. The distance was so great, probably one thousand miles, to the farthestmost northeastern point of South America, that it did seem as though we never would make it and learn as to our probable destination. Finally, after three days, the entire outfit turned south, and we then knew that the equator was about to be crossed.

The writer will now scoot off on a tangent, for a little hilarity ere getting back to bedrock.

From the Log of a United States Man of War, While "Crossing the Line." Broken Out by Dad.

On the evening of June 9th, 1917, the mighty high Davy Jones, scribe to his Equiatic Majesty King Neptune, suddenly appeared aboard of the good ship Pittsburg, as she was en route to Bahia, Brazil. His Excellency immediately posted the Royal Proclamation, namely, to wit: "We will break out a hot time in the old realm tomorrow; especially for each one of you officers and men who has not blown hitherto hitherbefore. Then it was indeed apparent that there was something in the wind, for were there not signs of unusual activity upon the fo-c-sle? Why that platform and all of those odd looking barber-chairs and why, oh why! the

huge tank that had suddenly appeared as if by magic? Upon close inspection it was seen that the chairs, above mentioned, operated on a swivel, and that they were so arranged that persons seated therein could be suddenly dumped over backward and shot into the tank below. Furthermore it was learned that the following uncanny articles had, somehow or other, been hoisted aboard. Razors and shears each two feet long, combs with teeth of six-penny nails; gigantic lather brushes; buck saws, rasps, tongs, etc., for dental and surgical use. Finally there were two quart squirt guns and the never-to-be-forgotten medicines, that were to be used by the Imperial Medical Staff. These medicines were of the startling variety, as may well be imagined, and they certainly did make a hit. First there was a red hot emetic to be shot between the teeth, and this was to be followed by a nauseous paste for ramming into each man's muzzle by the dirtiest hands that ever were seen. Last, but by no means least, were the barrels of an admixture called gugu, for smearing all over victims by resounding slaps of heavy brushes. Yes, the gugu was an admixture, consisting of sand, graphite, vaseline and other greases. It was no joke to be covered with this stuff, whether it was done to a sailor in spotless white dress uniform, or after he had been forcibly stripped and then daubed.

The medicines were prepared under direction of the ship's medical officers and, although they looked uninviting, were not so bad after all. The hands that administered these remedies owed their muddy appearance to a coating of sweet chocolate.

Well, we hit the equator all right, at 36 degs., 05 min. 00 sec. west, between the South American and African continents. At the psychological moment the ship's band struck up a dead march as it headed the royal procession. Old Neptune went right to bat, tied her loose and let her went, and, believe me, he went some. In the entourage of His Majesty there were learned judges, surgeons, doctors of everything and an admiral, also a score of lesser lights. Of these latter were the royal policemen, barbers, imps, lambasters, etc. All of the foregoing were arranged in a manner suitable to their respective stations, for didn't the doctors look wise in their tall hats, long robes and huge glasses; and wasn't Painful Parker, the dentist, a sight? And didn't the skull and cross bones emblazoned on the surgeon's robes lend a cheerful air to the ensemble? Furthermore, the entire bunch did shine resplendent in enormous wigs of unbraided rope and hula hula garments of like material. It may be said on the quiet that there wasn't a personage in the entire court who was even a circumstance to Her Majesty the Queen, or to the Royal Baby, who weighed 260 pounds and carried a gallon sized nursing bottle. "Some Queen," shouted the boys, as Her Majesty appeared next to nature; except that the Royal personage was draped in a striking gown of quite transparent material. "Hippo," the gigantic Negro baby, although naturally quite dark in color, was made blacker still by a coating of grease and graphite and he sure did shine to beat the band.

Just as their majesties and the Royal Court ascended the dais on the ceremonial platform the Royal Navigator appeared on the bridge and assumed full command of the ship. This official was a grizzled old seafaring man, of aspect stern and dominating will, and he displayed enough medals to nearly sink the ship. Then there were the huskies who entered the tank to see to it that every one of the thousand candidates should be accorded the privilege of a bath. *SOME BATH* is putting it mildly; especially because every head that appeared above water during the process of bathing was vigorously lambasted with a stuffed club. It was by no means a joke to be dragged by the heels along the bottom of the tank, as the lads who were thus treated can testify. Great care was exercised, however, so that no accident occurred, and, therefore, the day ended with everyone, including the soup-hounds, in good humor. Only sailor lads could stand the hard knocks that were handed out that day and then "bob up serenely from below." His Highness "Hippo," the baby, was destined to be much kissed during that festive day, but he took it all in good part, as he always takes everything. "Hippo" is a popular guy because he is a first class prize-fighter.

As but eighty members of the ship's company had crossed the line before, it was strictly up to them to pilot the other one thousand men over. Now this was a difficult task, as the following story will show.

As a matter of fact, Uncle Sam's officers, despite their rank, were not immune from the same treatment that was to be accorded enlisted men. (The only reason why the rule was changed on this occasion is because the men needed a little money.) These officers did not know whether they were destined to taste the medicine, kiss the baby, dance the hula hula, walk the plank, be smeared with tar or dragged through the tank. Therefore, when the executive officer, in dress uniform, headed the procession of candidates, everybody was pleased and rent the air with tumultuous cheers. The executive met the judge's unpitied eye in a dignified manner and received this jolt: "Sir, you are guilty of cowardice for turning tail every time that you have hitherto come near the line. Ten dollars!" "But, your honor?" "No buts to me; when I holler it's law. Five more bucks for contempt of court." "But have I no rights?" "No, not that you could mention it. Next!" An ensign, for being too popular, was stung for ten ducats and forced to kiss the baby, and he gracefully complied, while the crowd nearly yelled its head off. The Chief Surgeon was euchered out of a substantial amount, because he had the unmitigated gall to rush away from Germany just as war was declared. Our ship's dentist came in for a fine of ten simoleons because he had the brazen nerve to enlist as a dentist when he should have signed up as a blacksmith or plumber, and he had to dig up five more cart wheels because his teeth were dirty. The fleet chaplain drew a fine of a pair of deuces because of his attempt to flirt with Her Royal Majesty, three fives for loafing six days in the week and a single bone for working on the Holy Sabbath day. Another officer

was held up for one million reis (a 100 rei piece of Brazilian money is worth 2 1-8 cents). Each officer was charged with an alleged offense that was contrary to fact; therefore when one of these gentlemen was booked for cowardice, for excessive popularity, for being too lenient, for always releasing a liberty party on time, then the boys could not restrain their laughter. The six hundred dollars that was collected from officers and men paid expenses for a big blowout in Rio.

Now for fun with the crew, inclusive of all petty officers, so you will see that some of the officers did get it. Every one of these were forced to run the gauntlet and to take final refuge with the demons in the tank. An extra slam was always in store for tough guys, petty officers, marines, yeomen, Asiatics, etc., not in a spirit of meanness, but to add pep to the fun. A double distilled streak of lightning never failed to strike the rough-neck, inclusive of all who had to be searched out and brought forth in irons.

"Ah! the first victim, a tough guy! A marine, a submarine. Submerge the leatherneck! Soak 'im! Soak 'im! Give it to 'im! Another tough guy! Ah, strip the guy! That's a hard boiled one! Six-O-Six, U-53! Oh, have a heart! Shut up, you fool; he's tough and can stand it! Git that petty officer! he's our meat! Make him dance the hula hula and kiss the baby! A yeoman, some politician! Cut off his hair! Oh, the gall of that guy with the whiskers in imitation of the captain of this ship! Cut off those whiskers, carve them deep!"

The foregoing is only a faint imitation of the terrific din that filled the air throughout all of that eventful day. As each man appeared he was promptly sentenced, regardless of everything. Some to dance the hula hula or Sal-o-My, while the band tooted; others to kiss baby "Hippo," etc. As a grand finale the hapless victims were rushed, hauled and pushed through a menacing array of dentists, surgeons and lambasters to the dope fiend doctors. Then, swish! They got it between the teeth from a two-quart squirt gun, after which their mouths were jammed full of a nauseous mass of junk. Lastly they were shaven and shorn, smeared from top to toe, and then hurled violently backward into the tank. This tank was, by all odds, the toughest part of the fun. woe betide the man who put up a fight in the tank; because he was hurled back upon the platform for the second degree. The tough guy had about as much show in the tank as a celluloid cat would have in chasing an asbestos rat through hell. Finally, at the end of the ordeal, every man scurried away to either wash or destroy paint covered clothes.

Addenda Concerning Her Majesty the Queen.

Incidentally permit the infusion of a little more light relative to the above subject, commencing with the following statement: Society buds will readily understand the French terms herein em-

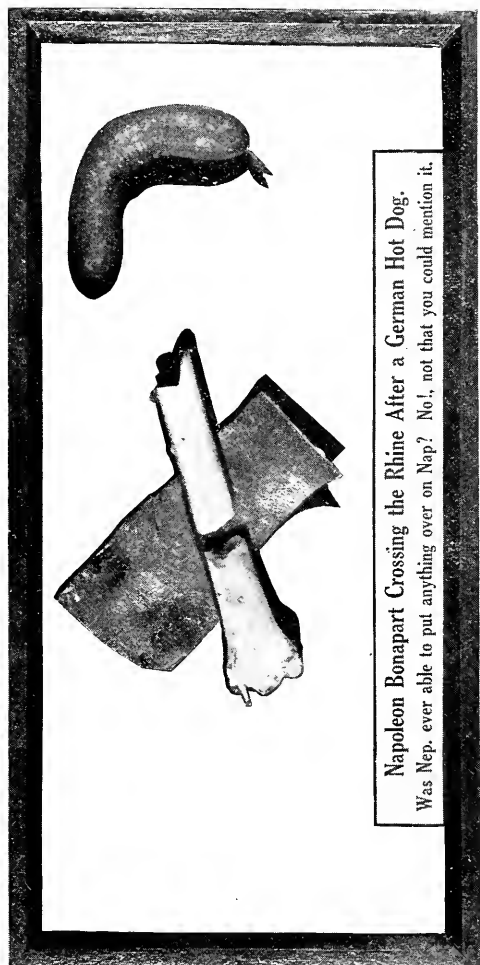


"Crossing the Line"—"Hot Stuff"—King Neptune and His Court.

ployed, and that any seafaring man can stand by long enough to break out the nautical terms used.

The Queen was a dainty craft, of the clipper variety, with long hempen tresses (unbraided rope) flying at the peak; then there were lavender colored socks of appropriate shade to match the very transparent royal robe. This wonderful garment was replete in decollete, demi-tasse. I swan to goodness and other catchy effects. It caught the crowd; for wasn't royalty exposed to the elements, except for a scanty garment that the ladies call lingerie. This article, of meager width, was stayed fore and aft and shrouded about amidships. The train of Her Majesty's robe was hoisted aloft by Aeolus and Olus.

The ancient Greeks inform us that Aeolus and Olus are the little twin gods of the wind that Neptune always keeps on the hurricane deck for the purpose of raising the wind and other things. Oh, yes. The Queen was a crackajack, outclassing the fair, seven times married, Lillian Russell, and each one of the forgotten number of the wives of Nat Goodwin. The boys suspected the Queen of treachery and imagined that she, he, or whatever it was, had put one over on them. However, the writer passes the buck up to the crew.



Neptune Versus Napoleon.

This Device Appeared Upon the Ship, Just as We had Entered Neptune's Realm and Were Crossing the Line, on the Outlook for Germans.

CHAPTER TWO.

The balance of this article was not written until all of the places therein described had been visited and carefully compared. Most of the data is relative to things that were seen, or that was gleaned from various public records through the medium of interpreters. The balance was furnished by persons who have an extensive knowledge of Latin America. An enormous amount of the information received was so tantalizing in character that it could not be verified; therefore it had to be discarded. It is by no means an easy task to get reliable information hastily, and in countries where one does not speak the language of its people.

After passing over the equator, and sailing for three days, the land of South America, where the shore line is of a chalky white substance, appeared. Not a little quite pretty scenery was then passed, ere the squadron came to anchor in a very spacious bay. This was on June 15th. The usual salutes were then exchanged, after which all hands carefully scanned and commented upon the most beautiful waterfront view, natural surroundings excepted, that was seen on the eastern shores of South America during the cruise. Only one liberty party, that of the port watch, went over the side, however. The starboard contingent failed to make it, because of the rough weather that prevailed. For this reason but a limited description can be given of the oldest city, which was also the first seat of government in Brazil.

Bahia, Brazil.

Bahia (Baea, sound the first syllable like the blattling of a sheep, "Ba.") This city was founded in 1514 by Thome de Souza, the first Portuguese Governor General of Brazil. Rio de Janeiro is today the largest city in the nation, and then comes Sao Paulo (San Powlo), the most up to date city, and Bahia ranks third in size. This latter city boasts of having, still in daily use, the oldest church edifice in America. She also claims possession of the greatest aggregation of wealth under ecclesiastical control of any city in South America. A newspaper man at Rio de Janeiro stated that the church owns ten thousand buildings in the vicinity of Bahia. This city, the name of which means bay, lies on the sloping shores of a bay, around which rubber, coffee and fruits are produced; however, coffee is not so extensively cultivated here as it is in the state of Sao Paulo. All fruits seem to be of an inferior type, except oranges, which are of a better flavor than any that are grown in North America. The waterfront vista of Bahia is one of surpassing loveliness, but the city itself fails to keep pace with the perspective from the bay. This, however, is not to be wondered at, as this oldest of cities is located in a very rocky spot, and because it would

be a herculean task to remedy the defects, that are due to antiquated methods of construction.

Beautiful large white buildings show their facades through green foliage, and all over an extensive hillside, that slopes gently back to an elevation of four hundred feet. These structures glisten in the sunshine and reflect their outline upon the waters below. Crowning the eminence, and in the midst of lofty cocoanut palms, there is a fine display of architectural effects. Cupolas and domes galore, but no spires, steeples or minarets. Magnificent church buildings everywhere; in fact there must be fully thirty of such structures in plain sight from the bay.

Two car lines ascend a very steep incline and, in some cases, ordinary elevators hoist people directly upward from one street to another. Was sorry to not have been permitted to enter, so noted a city to see the many things that are of decided interest there.

Prior to departure for a port farther south, we coaled ship in the midst of and despite a turbulent sea. All hands were astonished when the *Nerius*, an up to date, very large collier, ran alongside ready for business. This vessel is equipped with twenty-four monster coaling booms, twelve on each side, that sling over huge coal-laden "clam shells." These "clams" came aboard with amazing swiftness, while the collier was pitching about in great shape, and we were coaled in a jiffy. Coaling ship is usually done from lighters, and it is then an all day's job, during which everybody, including father, works; except that then the band plays. During coaling time the "soup-hounds" pass around with coffee and hot dog sandwiches. (Hot dogs comingled with coal dust make an excellent diet.)

Directly after coaling, on June 21st, away we sailed upon the 800-mile run to Rio de Janeiro, whither we arrived on the 23rd. The squadron was now leaving the tropics for a land where the winter season prevails while it is summer time in North America. Near the end of this particular trip the towering mountains of the mainland and many lofty islands, beautiful beyond description, appeared. Shortly thereafter the Brazilian dreadnaught, *Minas Geraes*, together with the battleship *Sao Paulo* and a flotilla of large torpedo boats, hove in sight.

After our flagship had saluted Brazil and *Almirante Alexandrino de Alencar* had returned the same, then the Brazilian squadron escorted the United States of America's fleet to an anchorage. During this journey there were salutes galore, and Uncle Sam's men will not soon forget the awe inspiring sights that constantly burst upon their vision as the combined squadrons swept on proudly into port. Almost directly after Admiral Caperton's ships had tied up to floating buoys and his flagship had again saluted in honor of Brazil, then another round of salutes followed. This was in consequence of the arrival of three English and one French men-of-war.

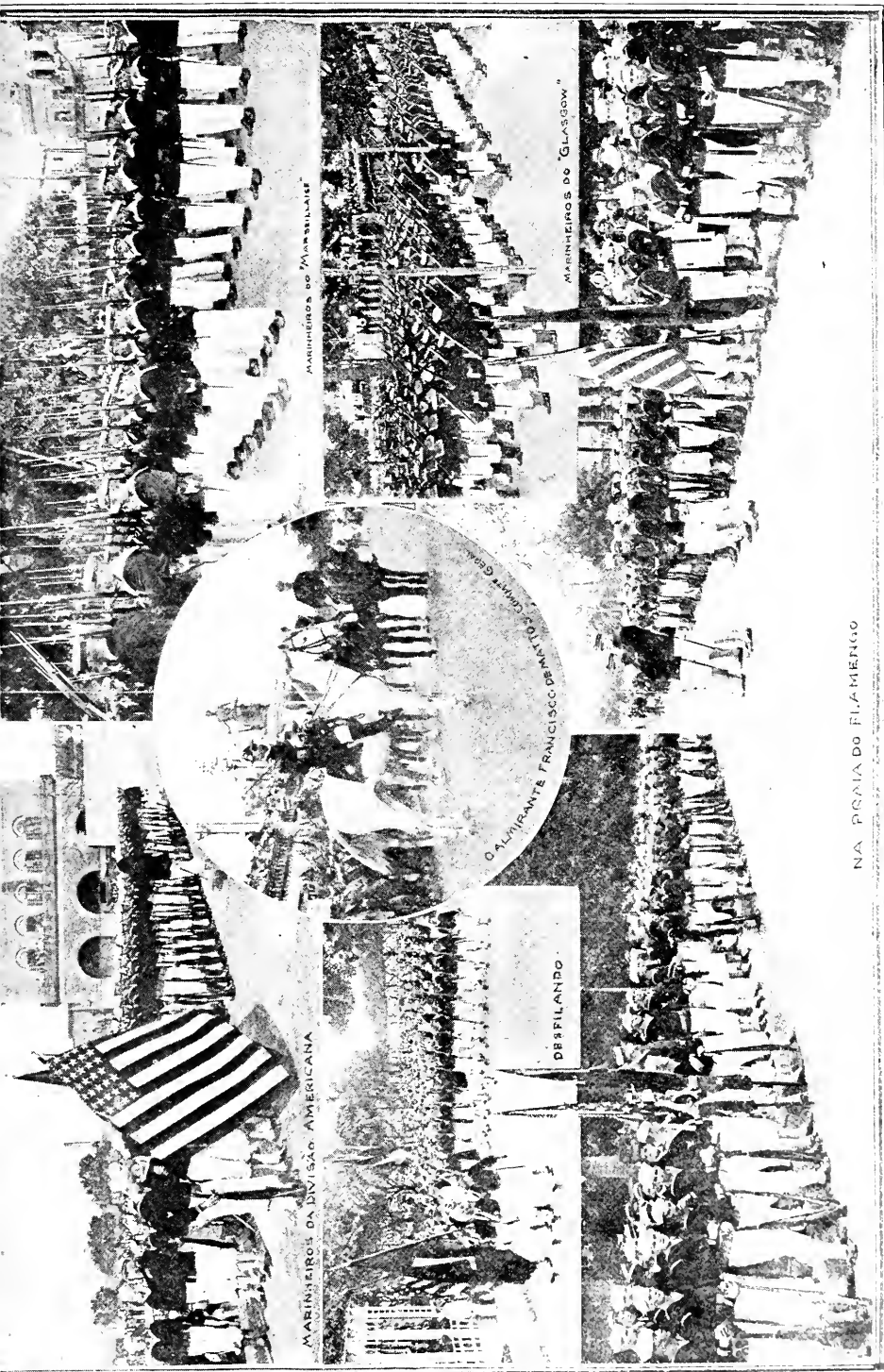
The Frenchman presented a novel appearance with its herd of live cattle, that was quartered on the top side. (Frenchmen believe in having fresh meat.)

After the preliminary excitement it developed that the United States of America's Admiral happened to be senior in command of all battle craft that was in the harbor and he was recognized as such.

Prior to describing Rio de Janeiro, it is fitting that a more complete description should be given relative to what transpired while the allied fleets remained in Guanabara Bay; so here goes in a rambling fashion. A Brazilian official answered the direct question thusly: "Yes sir, the Roosevelt expedition did make a most notable discovery and the River of Doubt became one of Reality." There was enough of saluting, during the first few days at Rio, to suit even the most fastidious. Every morning the Brazilian, English and French ships fired the customary salutes in honor of the ranking admiral and our flagship returned the same. During the half hour necessary for all of the above, every sailor in port stood at attention, and they breathed a sigh of relief when it was over. As each nation was saluted, of course its colors were broken out at all mast heads, while the band of the flagship, upon which I was a passenger, played the respective national anthems. The marines of Brazil are the smartest dressed men in the service of that nation. These men shine resplendent in white Highlander caps, red coats, blue trousers and high topped shiny boots. The marine band is uniformed in spotless white with swords adangle. Other soldiers, sailors, cadets, police, firemen, etc., appear in strikingly different apparel. It is likely that no other nation, of the land that the Spaniards discovered, takes a keener pride in the appearance of its servitors than does Brazil. Oh, by the way! Sundays and holidays are far more carefully observed all over South America than they are in the states.

The Fourth of July at Rio de Janeiro.

The United States of America was decidedly honored on this immortal day and as she has seldom, if ever been honored theretofore. Early in the morning it was noticed that the Star Spangled Banner was about the only flag in sight, either afloat or on shore. Every available gun roared out a mighty salute to the land of the free and the home of the brave, and for the first time in history, English war craft remained in the same port with those of the Yankees, on the fourth day of July, and what is more significant, the Englishmen not only saluted the American colors, but they also proudly marched with the Brazilian, French and United States forces in honor of this day. Hurrah for Johnny Bull! So said we all of us. Our naval forces were in the van of a procession that marched through thirty miles of densely packed people. Thunders of applause and showers of flowers greeted the boys as they marched on, proud of their country and happy because they were in its service.



NA PRAIA DO FLAMENGO

The Brazilian, English, French and United States Sailors, Demonstration in Rio de Janeiro, on July 4th, 1917.

—Courtesy of Revista da Lemnua, Published in Rio de Janeiro, the Foremost Magazine of Latin America.

After the procession had ended the Brazilian populace, together with the European allied sailors, vied with each other in honoring the North American sailors and marines.

Our squadron made it a point to return to Brazilian waters in time to return the compliment, and help out in the celebration of that nation's natal day, September 7th.

As all South American cities are very much alike in most respects, the writer, in describing them, will for the sake of a diversified story, avoid repetition so far as possible. He will endeavor to specially emphasize some particular line of features and events after minutely describing the only city that he had sufficient opportunity to study well.

Rio de Janeiro (Rio de Janero.)

The dream city, with a population of 1,100,000. This metropolis owes its name to a singular error of observation that was made by its discoverer, who mistook for a river the beautiful sheet of water that proved to be a spacious bay. After Pedro Alvarez Cabral had discovered and unfurled the standard of his country over the territory of Brazil, then Almirante Goncalves Coelho was dispatched to explore along the shore line of the newly acquired possession. This admiral discovered what is now the celebrated Guanabara Bay (Arm of the Sea), on January 1st, 1535. On the banks of this bay he founded a town and named it Rio de Janeiro, meaning the River of January. Sailors, who have seen the harbors of the world, declare the one at Sydney, Australia, to be the finest, and that Guanabara Bay comes next.

It requires a more prolific writer than yours truly to fittingly describe Rio de Janeiro, the kind of a city that poets rave over and that artists delight to honor. The habitation of a bappy, progressive and broad-minded people. Our lads left this city with regret, hoping for the privilege to return. The unsurpassing cleanliness of every thoroughfare, together with absence of wooden buildings, blaring sign boards and residences that are usually without chimneys. I say that these are facts that command instant attention. During the night time every street, alley and bypath is flooded and thoroughly scrubbed. It is furthermore apparent that the entire city is kept under the strictest possible sanitary, fire and police regulation.

This town nestles amid a lofty mountain range, that encircles the bay and forces its stately peaks above the clouds. Many large white buildings peer out through tropical foliage that adorns the mountain sides, and these glisten in the noonday sun. Lastly, several mountainous islands, also vine clad and covered with buildings, beautify the bay and entrance thereto. But, oh, the shoreline! That's the clincher from start to finish.

The new arrival marvels at the graceful curves that ten miles of the shore line on either side of the bay presents. After studying the perspective in wonder he usually exclaims, "Where, oh where, are the docks?" Let us investigate and see if there are any docks,

piers, warehouses, etc. To do this we must pass under a fine suspension bridge, turn sharply to the left and there we see the *Caes do porto* (docks of the port.) These docks, which are among the finest in the world, extend along a perfectly straight embankment for a mile and a half, and the largest of ships land thereat. This landing place, as well as all others seen by us in South America, is protected by massive blocks of hewn granite. However, the entire water-front at Rio is protected in like manner and at an inconceivable expense. The warehouses here are all of white granite, artistic in appearance, exactly alike and extending also in a straight line beyond the range of vision. Along the outer edge of the embankment there are countless traveling cranes, of German make, arranged in keeping with the straight line ensemble. A large fleet of interned German steamers was seen from this point. Strange to relate, there isn't a dead wall, unsightly building, ugly sign-board or any rubbish even in this vicinity. Thus the vision of cleanliness continues.

The extensively curved shore-line, that has already been mentioned, embraces land of several hundred feet in width, throughout its entire length. This land has always remained in possession of the commonwealth; is used for public purposes only and safeguarded against every vestige of unsightliness. This district is traversed throughout its entire length by one of the finest boulevards extant; consisting of three broad parallel driveways. Intervening between these drives there are fine strips of green sward, that are adorned with shrubbery, statues, fountains, ornamental settees, etc.

There are also other fine avenues (*avenidas*) and an unusual number of parks that are replete in scenic effects; especially statuary, monuments, etc.; in fact there must be fully five hundred monuments out in the open air of this city. The European custom of taking an evening's siesta at tables that are placed under shade trees, along the broad walks, in front of cafes, prevails in Rio, and also at Montevideo and Buenos Aires. While thus seated our party carefully studied the people who passed, and we were impressed with the lofty bearing of the men and the pleasant faced and extremely modest demeanor of all women. Whether richly gowned or garbed in simple fashion, it was all the same, modesty is evidently characteristic of the women of Brazil. The raiment of these women, and especially their sharp cut headgear, arranged in angular and peaked effects, was interestingly different than any of our party had hitherto seen. The men invariably wore kid gloves, carried canes and smoked cigarettes.

It was a charming diversion to observe these people, as they paused anon to admire displays of the finest stocks of jewelry that are to be seen in America. Parties that entered the many fashionable theaters would compare favorably with their prototype in North America. Most of the sidewalks are constructed of Limoge stone, that is imported from Portugal, and they are works of art in black and white. These mosaic walks have fine tessellated borders and various designs of bold relief, inlaid. There are many narrow streets and alleys, none of which are in bad condition.

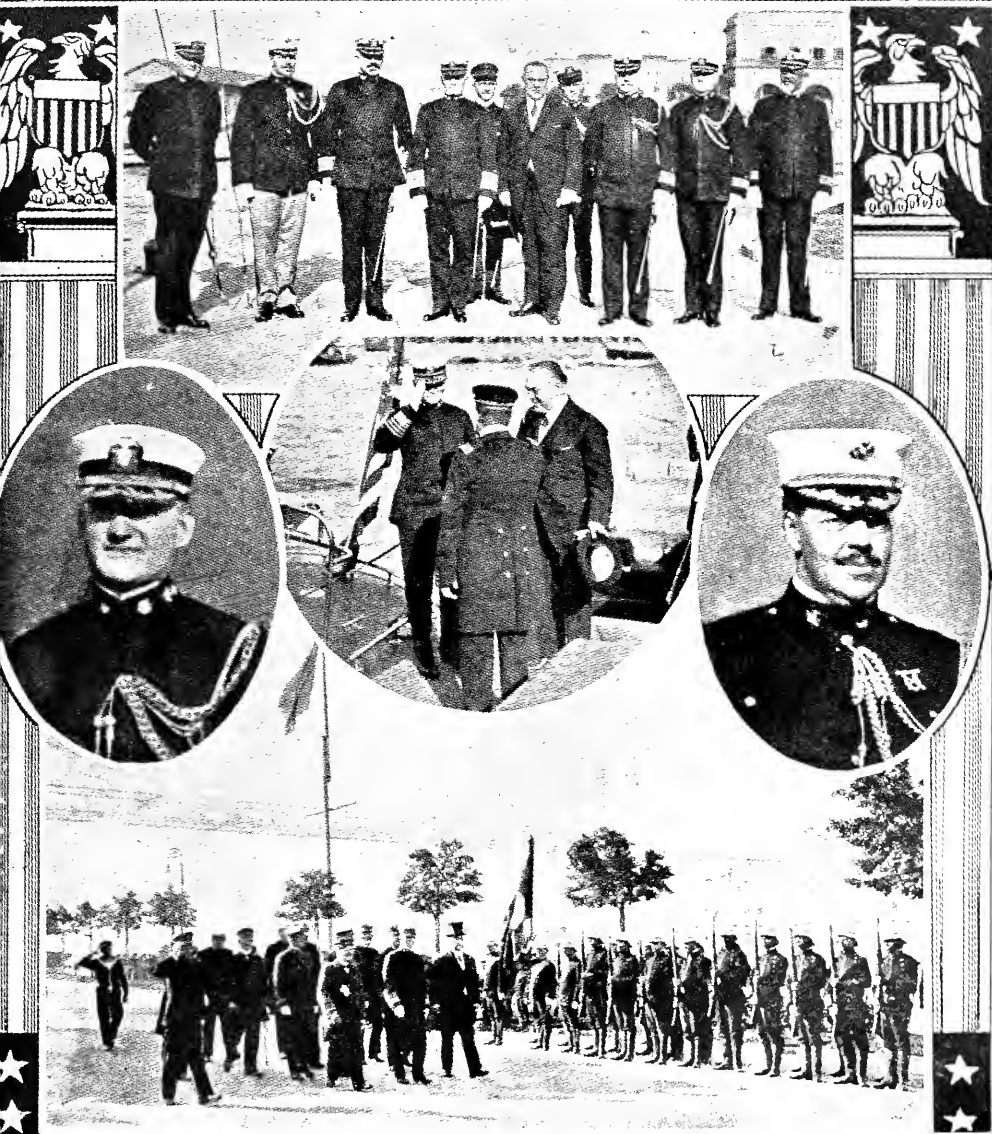
The National Botanical Garden contains, probably, the best display of tropical and Oriental trees and shrubbery that there is to be found in any other one place. In this garden there are flourishing specimens of more than nine hundred different kinds of palms, including the mother palm that was planted in 1808. This palm is 115 feet tall, and from it sprang the millions of similar trees that are flourishing throughout Brazil. Several avenues, that are bordered by these stately palms, are objects of interest throughout the city. There are also growing in this garden every known species of spice, tea, coffee, rubber and bamboos galore.

The National Museum is at Boa Vista Park, and housed in the erstwhile palace of the emperors of Brazil. This museum contains an astonishing display of ethnological, botanical and natural history objects. In the collection three are birds, butterflies, shells, reptiles, etc., of infinite variety. Every color and even the most delicate tints of the rainbow are clearly defined in the above, and the sizes range from the most minute to the very largest known. It would require fully a month's constant writing to fittingly describe either the garden or museum, so I will give up the task before beginning. As a matter of fact, Montevideo and Buenos Aires also possess mighty museums, art galleries, etc., and it is impossible to decide which city excels in either respect.

Pao de Assuear (Sugar Loaf, and also known as Dog Face mountain), 1185 feet, and Mount Corcovado, 2312 feet high, are easy of ascent; the former on a car suspended from a cable and the latter by cog wheel train. While en route to the summit of Sugar Loaf I suddenly found myself directly over a gorge 800 feet below, and it occurred to me that I would become badly tangled up should the cable break. The fine crescent shaped beaches at San Francisco, Leme and Botofogo Bay, zoological gardens, public buildings, Palacio Monroe (named in honor of the Monroe Doctrine), Teatro Municipal, etc., should not be missed. The theater mentioned does probably exceed in magnificence any playhouse in America. (Gorgeous theatrical structures are, in fact, typical of all Latin American cities and those at Buenos Aires and Montevideo are also of surpassing excellence.)

Of course it goes without saying that, in such a model city, there must be magnificent churches, and among these, Our Lady of the Candelaria is a structure that required one hundred and thirty-five years to erect.

At the close of a beautiful day, and as I was about to leave a wonderful cemetery, it was my privilege to witness the wierd ceremonial of a torchlight burial service. All of the cemeteries that I visited in Latin America are distinctively different and altogether dissimilar to any seen theretofore. In Latin American cemeteries the fact is strongly emphasized that the living certainly consider that the cradle and the coffin do not mark the extremes



—Courtesy of Revista de Lemana, Rio de Janeiro.

of man's career; therefore Brazillians lavish affectionate regard for the sacred habitat of the dead.

The United States of the Republic of Brazil.

The following accurate information was secured from the national archives and also from the "Handbook of Rio de Janeiro":

In 1535 Pope Alexander VI arbitrated between Portugal and Spain relative to certain sections of South America. His Holiness awarded unto Spain the district south of a line that he traced on the map, and Portugal secured the more northerly region. As a result Brazil was then extensively peopled with immigrants from Portugal and Argentina, Uruguay, etc., with those from Spain.

Brazillians claim that Portuguese navigators, from the Azores and Madeira, landed on the West Indies and also upon the North and South American continents prior to 1450. If this is so, then Columbus was a little late; but how about Lief Irickson?

Brazil was discovered Easter Sunday (Paschoel), April 23rd, 1500, and it was named after a dye-wood for which the country is famous. The discoverer was Pedro Alvarez Cabral, a celebrated Portuguese navigator. Several years after Cabral's death his remains were transported from Portugal and solemnly reinterred in the tower of a cathedral at Rio de Janeiro. This country was governed from Portugal until the month of February, 1818, when King Joah VI transferred his seat of government from Lisbon, Portugal, to Rio de Janeiro. Thus, for the only time in history, was a European country governed from American soil. In 1540 Captain Francisco Orellana, one of Pizarro's officers in the conquest of Peru, descended the Amazon river in an open boat and, in some manner, reached Spain and secured reinforcements. This feat of descending the Amazon is declared to be the most amazing feat in history. A melancholy incident, of many years since, was the execution of the great Brazilian hero, Tira-dentes (tooth-puller), who was publicly drawn and quartered in Rio de Janeiro. This event greatly accelerated the bitter feeling against Portugal and aided in the cause of freedom.

King Joah finally returned to Portugal, leaving his son, Dom Pedro, to govern the American province. Shortly thereafter Brazil revolted from Portugal and made Dom Pedro Emperor, and in 1824 the Portuguese government acquiesced to the change. The first Emperor eventually gave way to the second Dom Pedro, who was crowned the last Emperor, on July 18th, 1841. Dom Pedro II was expelled from the country, and, as the marvelous grandeur of Guanabara Bay faded from his vision, the aged exile was crushed in spirit, and, with a broken heart, he soon died, but among friends in Portugal. Brazilians do not reflect upon the character of Dom Pedro II and, in lieu thereof, many commendable things are said in his praise. The republic was finally proclaimed November 15th, 1889.

Abolition of slavery in the United States of America led di-



"Crossing the Line"—Initiation of Candidates.

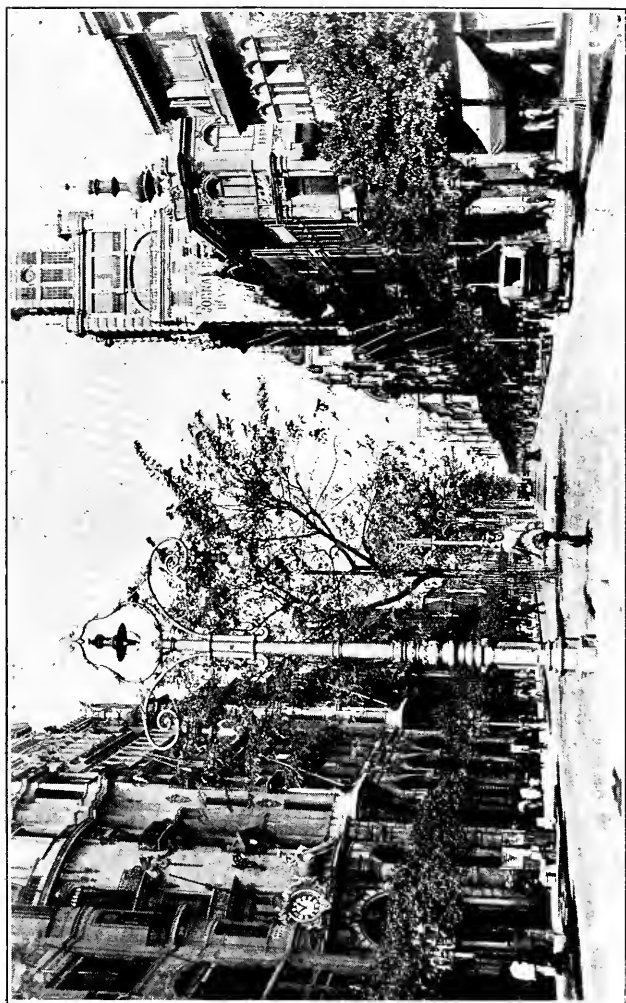
rectly to similar action in Brazil. when on May 13th, 1888, a decree abolishing slavery was promulgated. Sao Paulo is the richest and most progressive state in the country. Its capital city, of the same name, made the surprising record of increasing in population from 25,000 to 380,000 during the last thirty years. This state exports annually more than two-thirds of the entire coffee production of the world (210,000,000 pounds). The Caminho do Padre Jose (Trail of Father Jose) in the state of Sao Paulo, corresponds in importance to El Camino Real (The Real Road) of California.

I herewith copy verbatim, from the handbook of Rio de Janeiro, the following relative to the wonderful people of the state of Sao Paulo:

"In the humble village of Santo Andre a race was born, half Indian, half Portuguese, the Mamelucos. Enterprising; fearless, relentless to the point of barbarism, superhuman in their hardiness, endurance and the cheerful manner in which they undertook and accomplished seemingly impossible tasks. It may be safely said that, if the Mamelucos did not make European civilization possible in Southern Brazil, that they at least advanced its coming and development some hundreds of years. The Mamelucos subjected to slavery whole Indian tribes for tilling the soil. After this they penetrated the entire surrounding country and even entered Bolivia, despite swarms of cannibalistic savages. They wrested several great provinces from Spain, chased the French out of Rio de Janeiro, discovered the best gold and diamond districts in Brazil and broke up a great organization of renegades, that the Dutch had long tried to suppress. When the governor of Bahia finally called upon them to help subdue a powerful Indian nation, the Mamelucos pitched in and massacred the entire tribe. Yes, Brazil owes a great deal to the Mameluco race."

Extracts From the Brazilian Constitution.

The President is elected for a four-year term, without the privilege of re-election. Each state has the right to place export taxes, upon anything that is produced in that state and she must surrender all criminals that are wanted by a sister state. Deputies and senators are barred from official connection with any bank or other enterprise that has dealings with the government. All natives are considered citizens; except those whose fathers are in the service of a foreign land. Foreigners, who own property in Brazil, or are married to Brazilian women, or who have Brazilian children; provided that they live in Brazil, unless they declare in favor of a foreign land, these are all citizens. Members of religious orders, beggars, alphabets and criminals, during the period of punishment, are barred from citizenship. Civil marriages only are recognized by the government. The death penalty, except for treason, was long since abolished. Finally the constitution declares that, under no circumstances, will the nation engage in war-



A Business Street in Rio de Janeiro.

fare for the purpose of conquest. Wenceslau Braz is now President of this country.

On October 7th the Republic of Panama followed the example of Brazil and also of several other Latin American nations in legalizing civil marriages only.

Caught on the Fly.

In traveling all over Rio de Janeiro the following additional objects were noticed: A picturesque stone aqueduct, elevated railroads and mighty fortifications; in fact, everything necessary to the well being of its people. All residences are of either marble, granite or cement. Those who are wealthy reside in handsome mansions; the middle class in fine homes, on 50-foot lots, and the poor in nice clean houses. There is no apparent overcrowding. A noteworthy feature of the towns in this part of South America is that a large percentage of all homes are located behind ornamental iron fences that are ten feet high. Rio does not build skyscrapers and the nearest approach thereto is an occasional six or seven story structure, the rest averaging three stories in height. Artistic fronts and brilliant color effects is the rule in this country. North Americans must "watch their step" down here; because this is the left-handed country; wherein all vehicles and pedestrians must not pass to the right. The central fire station is worth especial notice. This three-storied structure is quadrangular in shape, around a spacious court, and is 300 feet square. It contains an extensive machine shop, large kitchen, dining room and quarters for 200 firemen. There was thirty-four motor driven fire apparatus of English make, including a score of up to date features novel to citizens of our country.

Oh yes, "the beggars have come to town," in rags of course, rigged out for the occasion, but they are clean, they have to be.

The 5000 men of our squadron, inclusive of the supply ships, were very much interested in the fortifications and naval arrangements of Brazil; and especially in the Brazilian Naval Cadets. These little fellows enter service at 11 years of age, for a fifteen year period. During the first twelve years they receive the best kind of schooling. The last three years is spent upon a fine full-rigged ship that makes a complete yearly circuit of the globe.

South America is certainly the place to see stiff-necked people. If you don't believe it just go down there and take note of the enormous loads that are being borne about upon the heads of some of the people.

The United States of the Republic of Brazil has this inscription on her flag: "Ordem e Progresso" (Order and Progress). This nation owns most of the railroads and a greater proportion of its people are in the public service than any other country so employs. A wedding procession of forty automobiles. Open funeral cars drawn by a single mule and one that was very elaborate-

with four mules ahead. Brazilians talk money in big figures; for instance, it cost 100 reis (2 1-8 cents) for a five-mile street car ride, 400 reis for a cup of coffee, etc. The money fluctuates from 36 to 40 milreis for a United States ten-dollar gold piece. 20\$500 means 20 milreis and 500 reis.

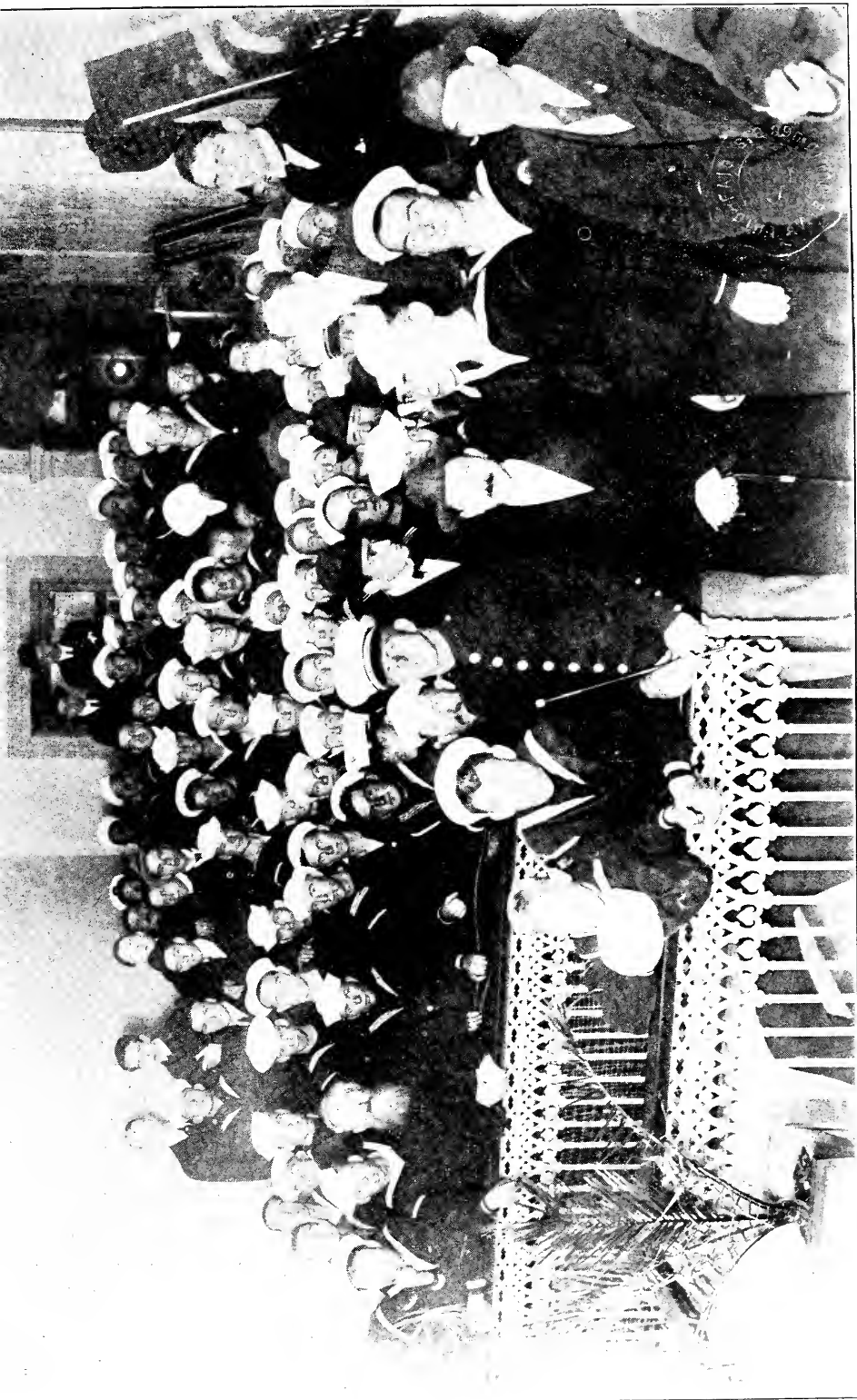
CHAPTER THREE

It is one thousand miles from Rio de Janeiro, Brazil, to Montevideo, Uruguay; and it required the time from July 6th to the 10th for making this trip. There was but one topic discussed en route, and that was relative to the fine reception that was extended at Rio; and by people whose faces and actions spoke more eloquently than the English words that they are unable to utter could have expressed. All hands were entirely unprepared to learn that Uruguay was about to accord to them the finest reception probably that so small a commonwealth ever extended to anybody. They got an inkling of what was in store when, accompanied by warships, twenty excursion steamers ran out fifteen miles to meet them. These steamers were literally packed with wildly cheering people. This demonstration and the incessant sounding of all whistles, afloat and on shore, did not cease until long after the squadron had cast anchor in the so-called Rio de la Plata. The term so called is here used, because this waterway is not a river in the generally accepted sense, but it is in reality a very broad estuary.

There was a large fleet of merchant ships and men of war, including several interned German vessels, about us, and all of these, the Germans only excepted, were dressed in honor of the visitors; as was practically every building in sight. And the crowd! Such a crowd as there was, covering the embarkadero, the long piers extending therefrom and all buildings (250,000 would be a moderate estimate of the throng). It is probable that none of our company will ever again see so many flags at one and a single time, as there were displayed. Colors of the entente allies, President Wilson's picture, together with those of Washington and Lincoln, and also references to the Monroe Doctrine, were shown all over town. After the shades of night had hidden all other evidences of good will from the ships, then a big electric sign on shore flashed out the cheery word "Welcome." Some idea of the nature of the harbor here may be inferred from the fact that two of our cruisers were moored alongside of the embankment.

The good people of Uruguay certainly did draw heavily upon their resources to entertain Admiral Caperton and his men. Space does not permit a detailed description of this feature. The Uruguayan nation had placed the purposed reception under control of the Young Men's Christian Association, and with ample funds to insure its success. This arrangement was much to the disgust of saloonists and other tough resorts; especially since the vilest of these places were forced to remain closed while our men were ashore.

In every port visited the Young Men's Christian Association has rendered an immense amount of valuable service to Uncle Sam's boys; and this was especially emphasized at Montevideo.



United States Sailors at the Y. M. C. A. Montevideo, Uruguay.

The women of this town worked like Trojans in concert with the association members to make our sojourn pleasant. They not only provided continuous entertainment at various places, but received the sailor lads to banquets at their own homes. The entertainments were continuous from noon until midnight. A committee of some twenty ladies was engaged in raising funds for the United States Red Cross, but discontinued their efforts until after the squadron should leave. One of these women assured me, while I was taking tea at her home, that she had personally secured \$891 and 14 tons of coal at \$40 per ton, and that she presumed that the other nineteen solicitors had done equally well. The boys will not soon forget those sweet voiced ladies, who sang so often and gave excellent shows of local talent for them. The song, "Home, Sweet Home," was a winner and when this was followed by "Where Is My Wandering Boy Tonight," and "Is My Name Written There," I say that this sank down deeply into the heart of every one of the 500 sailors who heard it. Am sure that many of these lads then uttered a silent prayer that God should bless the good women of Montevideo. The English speaking ladies' club, of the aristocratic seminaries, at one of their classical entertainments sang the rollicking song, "Ting-a-ling-a-ling-a-ling." This ditty, together with the invitation that followed it, just swept the lads right off their feet and their hearts are ting-a-ling-a-lingeling yet.

The Uruguayan minister of war, Dr. Baltazar Brum, issued the following message: "As for me, there exists in America but one nation, the American, therefore I am a pan-Americanist." Permit the statement right here that the time is opportune for every true American to rally around President Wilson in his warfare for the universal brotherhood of mankind. As a matter of fact, the Monroe doctrine is more highly esteemed throughout Latin America than is generally understood. United States of America tourists often get misleading impressions from the people with whom they are able to converse. These latter are seldom the natives, but Europeans, who are bitter because Europe is not permitted to have a free hand in the Western Hemisphere. There is sometimes found adverse criticism of the United States among natives, which is usually caused by these same European critics. There is no question whatever that European residents of Latin America are the chief sources of adverse criticism of the natives as to the motives that actuate the United States of America. The only reason why European financial interests are more in evidence in Latin America than are those of the United States is because the latter has not been so alert concerning her own affairs.

The Oriental Republic of Uruguay.

La Republica Oriental del Uruguay, or, as it is sometimes written, Republicao del Uruguay. The natives spell it "Oo-roo-goo-iah," and pronounce it "Oo-ru-guy." Because of its geo-

graphical position, on the east side of the Uruguay river, this country was formerly known as the land of the Banda Oriental. It is nearly 300 miles long by about 250 in width. The discovery was made by Juan Diaz de Salis, who, while burying a sailor on shore, was killed by the Charrua Indians. The commonwealth, founded thereafter, has survived and prospered despite the ravages of many periods of cruel warfare. The most notable of these wars Brazil against Paraguay. The struggle lasted seven years, ending in 1870, and at an expense to the Brazilian government of \$150,000,000, to Argentina of \$35,000,000 and to Uruguay of \$10,000,000. The struggle did not end until practically the adult male population of Paraguay had been destroyed. By the treaty of peace the surviving Paraguayans undertook to pay their conquerors the \$195,000,000 above indicated. This vast sum meant \$650 per capita of the surviving population. The entire world owes a sincere tribute of respect to this small nation of Paraguay for its unparalleled lesson in patriotism. During the struggle mentioned above the principal battles were those of Uruguayana, Humatia, Paso del Patra and Santiago del Estero.

July 18th and August 25th are the principal national holidays, the first being in honor of the constitution and the other to celebrate its independence from Brazil. Uruguay was formerly the Brazilian province of Sacramento.

It is an open question if any nation has a higher gold standard than Uruguay. It made our fellows stiffen right up when their \$20 gold pieces had to be discounted 11 per cent in this very small country. Catholicism is no longer the established church there. The national free public school system is par-excellent and so comprehensive as to embrace most branches of instruction from kindergarten through the professional courses. The judiciary occupies a high plane and among its provisions there are many unusual features, i. e.: A woman has the privilege of appearing quietly before a magistrate to request separation from her husband. She is then instructed to return a year later. If she then reiterates her former request, the divorce is granted and the man must step aside. The law is about to be amended so as to grant the same privilege to men. There is practically no expense attached to divorce proceedings, and, under no circumstances, is the public advised thereabout.

The Spanish custom incident to the names of persons prevails here. So that, if a man named Zabala marries a woman whose name is San Martin, then the future name of the woman, in literal English, would be Mrs. Zabala of San Martin. If the couple should have a son, whose given name is Juan, then that lad's full name would be Senor Juan Zabala de San Martin (the mother's name appearing last). The President and senators are elected for a four-year term, and without the privilege of their being re-elected. It is probable that the Presidency feature will soon give place to an executive council of five members. The year of independence was

1830, and General Artigas is remembered as the father of his country. Feliciano Viera is the President at this time.

Admiral Caperton provided a splendid banquet aboard the flagship for the personnel of the Uruguayan navy and magnificent balls were given upon the quarterdeck.

The City of Montevideo (Montevideo).

This modern high class Spanish type city has a cosmopolitan population of 290,000, and means "I see a mountain." When Bruno Mauricio de Zabala was cruising in the South Atlantic one of his sailors suddenly cried out, "I see a mountain." Zabala got busy right away and settled the place with people from Spanish Galicia and also from the Canaries in Africa. This statement was made by one Uruguayan official. Another official in the same public office interposed with this remark: The first settlers were Basques, from the oldest known people in Europe, and an early name for this city was "Nuevo Vizcaya."

As Montevideo is largely like other South American cities, it will not be extensively described herein, but merely compared with Rio de Janeiro. The latter town apparently excels the former in scenic effects, parks, monuments, uniforms, etc.; also in public buildings, shipping facilities, homes for all classes, and civic government.

Montevideo probably excels in free educational institutions, has a more reliable monetary system, wider and more regular streets, is better lighted and has finer business structures and factories than Rio. Furthermore, it is more cosmopolitan and energetic than the latter. Homes and home life are quite dissimilar between the two places. In Rio residences are of the Portuguese and French styles, with some semi-Pompeian effects, while at Montevideo those of the modern Spanish and Italian styles prevail. To those of us who are unfamiliar with Spanish custom, their style of homes are a pleasing sight. These abodes are entered through spacious hallways, where marble wainscoting, frosted and stained glass, frescoed ceilings and statuary effects are seen. The hallway leads to an open court that is replete in greenery, fountains and all sorts of pleasing things. The house is built around this court, or patio, and the several apartments are covered with a gabled skylight roof. By the simple turning of a crank these skylights slide back so that the people of any apartment may take their siesta or sleep in the open air. There is a charming restful quietness prevalent throughout all of the residence districts. The Italian hospital is a magnificent work of art, of great size and, all points considered, it is probably second to none on the Western Hemisphere. A fine English hospital is near by that of the Italians. In the latter institution a noted North American woman missionary, who is critically ill, was being tenderly nursed back to health.



A Reminder of MONTEVIDEO

A Uruguayan Artist's conception of a United States Sailor.

Caught on the Fly.

South America is written "Sur America" by the Spanish and "Sao America" by Portuguese speaking people. Spaniards claim that Columbus was the first man to sight South America. They say that he entered the mouth of the Orinoco river, but failed to land. Street cars are up to date, namely, they carry more passengers than the sign displayed, "Capacidad 28 sentados," authorize. Other signs noticed in these cars are: "Prohibido escupir en el coche," and "Prohibido Fumido (smoking)." No man sits while a woman stands in these cars. Furthermore all persons come to a halt and the men uncover while a funeral procession is passing. Open funeral cars, typical of Latin America, convey the dead, in plain coffins, that are without handles, to cemeteries which are well cared for. It is a question whether one can find more artificial flowers elsewhere than are seen in the cemeteries here; nor such a fine display of bronze statuary and busts. Swains must court their enamoretas from long range in this town. For example, they may signal from across the street or plead their cause through an open door or window. In Rio there are but few horses, and in their stead a poor type of mule, while Montevideo is conspicuous for the most excellent kind of horses and equipages. A troop of cavalry horses was of the finest of stock. Salutations of the many, who "no comprehend" our lingo, was "Nice, Americano, good morning and good bye."

Departure From Uruguay.

A great crowd covered the waterfront as our squadron weighed anchor, and excursion steamers packed with cheering people escorted us out of port, while their excellent naval band played "Marching Through Georgia." Am sure that every Yankee heart then went out to these good people and that the common sentiment was "O, you Montevideo; good-bye and good luck."

It was 10 o'clock a. m. July 22nd when the squadron started upon the 125-mile run to Buenos Aires, Argentina.

Almost before the city of Montevideo had disappeared from view an Argentine squadron of five fine war ships hove in sight and the Uruguayan fleet departed.

Address of Dr. Juan Zorilla de San Martin, the Most Noted Man of Letters in Uruguay.

"My friends: Among all the demonstrations of affectionate welcome which I have had to interpret into words, as President of the Popular Committee which has organized them, none, I assure you, has moved me more profoundly than this one, so modest in appearance, in which we offer you a family reunion, and where, as a father at the head of his table, I am called upon to ask the accustomed blessing.

"I had the honor of voicing the sentiment of the Uruguayan people when they unanimously, overflowing with acclamations,

thronged on land and sea to meet you. From the balcony of the United States legation I said to forty thousand of my fellow countrymen there met in the public street, that it was a splendid truth which they joyously felt and loudly proclaimed; that we Uruguayans, sons of Artigas, are brothers of the Americans, sons of Washington; but that we are brothers not so much by the geographical or material unity of the continent in which we live, but by something much deeper, something that springs from the very roots of our being; because we Uruguayans and North Americans, like all the other peoples of America, are sons of one common mother, the alma mater Democracy, mother at once of Peace, Liberty and Justice.

"It is the breath, indeed, of that great lady of our, Democracy, my friends, which waves those glorious banners that you unfurl on your mastheads; it is her breath which carries them into this war that America has not provoked, but that has struck her to the heart with its mailed fist and has aroused her in the name of her duty toward humanity; it is, in a word, that which now welds in a great embrace your ensigns filled with the light of the stars and ours filled with the splendor of the sun and makes of them one beneficent constellation.

"But this moment has come in which I find myself in relation not with a great multitude or a gigantic collective person, but in immediate and affectionate contact with men whom we love individually, with spirits that are to us real favorites; with each and all of you, valiant and good seamen of our great sister, toward whom I feel an irresistible impulse of genuine affection.

"And this constitutes, my friends, the most intimate of brotherhoods. If the fraternity of our countries comes from the common mother, Democracy, this of which I now speak, this which inspires in me such warmth of affection and interest in each and every one of you, this comes from something higher and more enduring in our common universal Father, our Father which is in Heaven, and who is one with the Son whom we all worship, Jesus Christ the Divine Redeemer of men.

"I wish to speak to you of Him on this occasion, my friends and brothers, because I wish to leave in your souls as the most precious remembrance of my country, living and eternal words. Cherish them as precious jewels, in the depths, in the most intimate and hidden recesses of the secret places of your hearts.

"This house that we have specially prepared for you in order that you might pass here in innocent and pleasant occupation your leisure time, in order that you might here find a reflection of your far away home, in order that you might here renew the memory of your fathers, of your mothers, of your sweethearts, who are now thinking of you; of your native land in which your absence is felt while you are away on the call of your country; this house and this meeting which we offer you show that we Uruguayans have been thinking of you all individually, that we

have seen in the crews of your formidable warships not only the units of an army which is passing, but the members of a family, with whom we share our home; not an anonymous group of beings destined to die, but a handful of beloved brothers for whose life we raise our prayer to our common Father and whom we would wish to embrace one by one, to save one by one from the dangers and hidden enemies, not only material but moral as well, which may rise to meet them in their unselfish journeyings to and fro by sea and land.

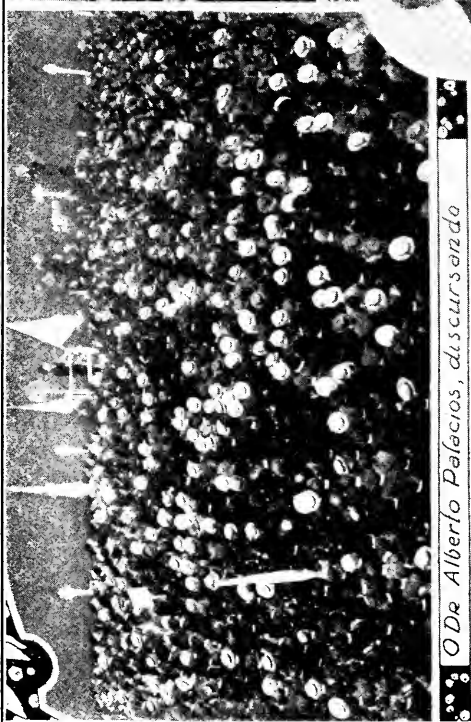
"I see now before me that fair young sailor, almost a child, who looks at me with his large blue eyes full of memories; and that other, yes hundreds of others. A profound feeling of personal affection, I was going to say fatherly affection, is awakened in my heart and surges up to irritate my eyes. I am thinking of the pure and lovely things which bind men closest together; I feel that the strongest of ties is being knit between my soul and yours, my brave lads, joyous heralds of mother America, soldiers of justice, of right, and of peace.

"And my soul is lifted instinctively toward our common Father, toward the provident Father which is in Heaven.

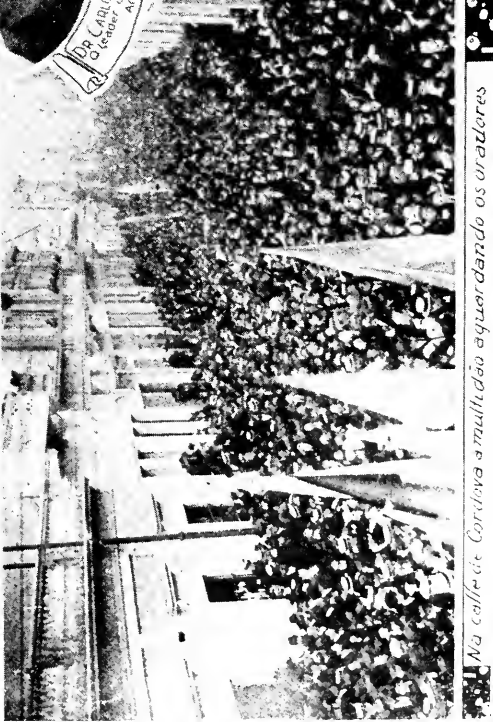
"I come to bid you farewell, my friends; we shall probably not meet again on earth. Will you keep my remembrance, the greetings of anonymous friends who have loved you in Montevideo and whom you have met on your passing visit to this good land of Uruguay?

"This remembrance may become vague, or even vanish; the winds of the seas, the vivid presence of other lands, will dissipate it like a vapor. But there is one tie, one only, which the winds will not dispel. When on the starlit nights in the midst of the infinite ocean, you pass the slow hours of the night watch at the foot of your formidable cannon more than once you will lift your eyes to the firmament above, and more than once you will feel pass among the constellations the memories of the absent country for whose glory you struggle, and they will fill your hearts with peace, with energy, with valor; you will see there the images of those who love you most in all the world and whom you have left in your native land, the image perchance of your mothers who in those very moments will be lifting their Christian prayers to Heaven for you that God may keep you in His care and that in your journeyings over far away seas and lands He may give you friends who may have toward you something of the paternal affection, who may see in you not only the strong arms of warriors, but noble and Christian spirits, and who may speak to you now and again of God, of Jesus Christ the Redeemer, of purity, of confidence in the Heavenly Father, of the fulfillment of your duties toward the good God, toward your fellowmen and toward yourselves.

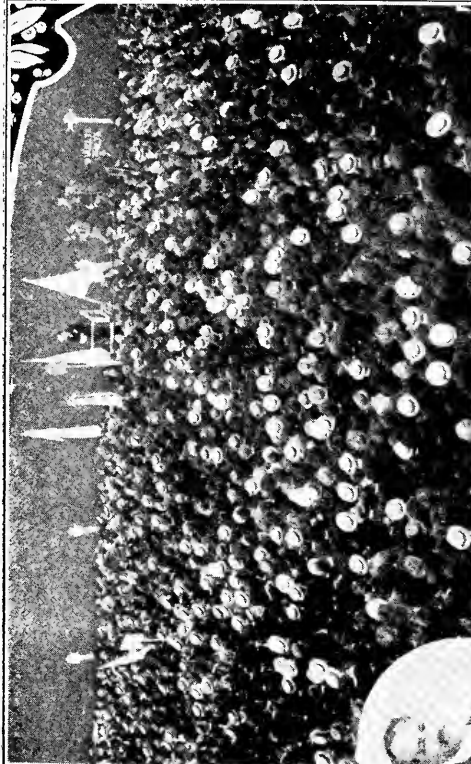
"That is what we wish to be to you at this moment; the friends of your souls who give you, among the transitory things the living



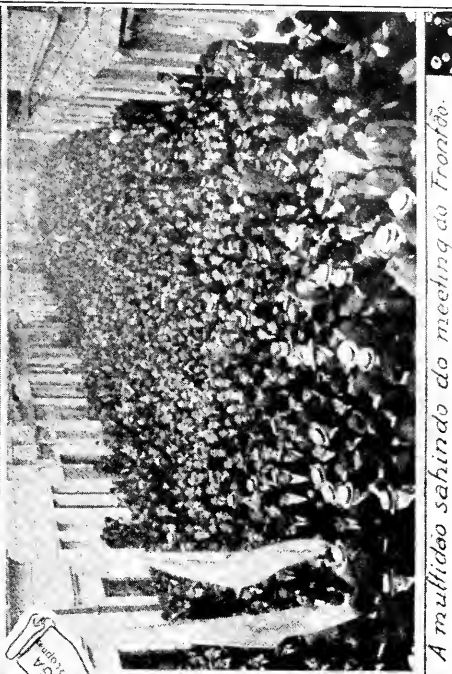
O De Alberlo Palacios, discursando



Na calçada Cortina a multidão aguardando os oradores



O Dr. Alfredo L. Mañariaga, discursando.



A multidão saindo do meeting do Frontão.

Pro-Ally Demonstration of a Vast Multitude of 250,000 at Buenos Aires, Argentina. This occurred Just prior to Arrival of the United States Naval Squadron.

word which cannot pass away; friends who may be to you in place of mothers, sisters, and those who love you most intensely.

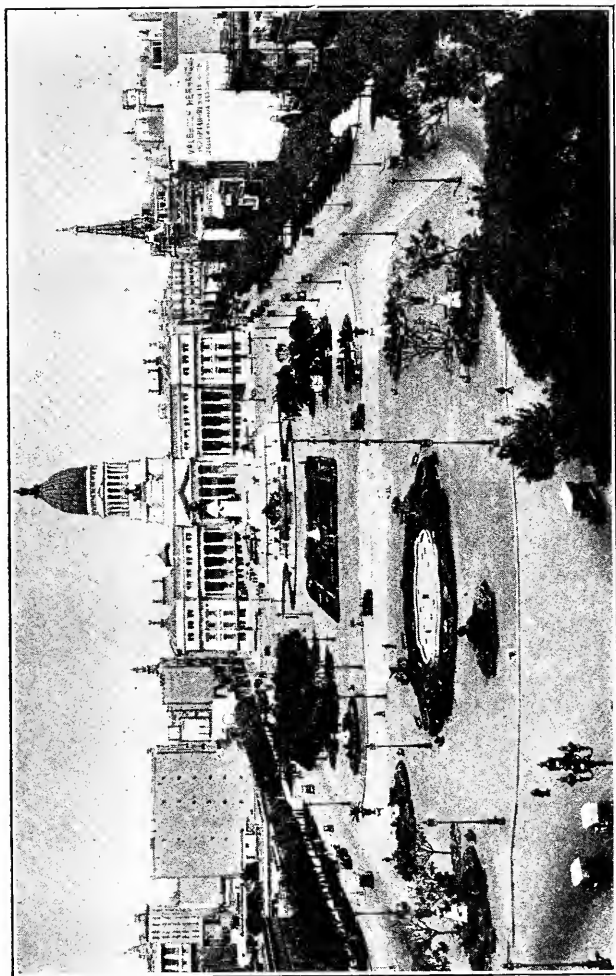
"It is well to remember, my friends, that among the many who show you attentions in a more or less collective and superficial fashion, there remain in Uruguay those who have loved you individually and who will follow you with affection after you have abandoned our hospitable harbor; remember, young and valiant sailors of the democratic fleet, that some there are who, on remembering this group of fair youthful heads uniformed in white, will lift their spirits to the Father which is in Heaven, and will pray that on every one may come His omnipotent protection, His illuminating inspirations, His fortitude and His peace; they will ask that He guard you all from the moral and material dangers that rise to meet you, and that He return you well and safe to your beloved homeland—better even and stronger than when you set out from her shores.

"And thus it will be, my friends, because the way you take is the way of virtue and heroism. That star spangled banner of your country, under whose shadow you sail the seas, is a sacred thing, as you well know; in her folds there floats the very Spirit of God, the God that inspired your virtuous Washington, and to whom the framers of your Constitution raised their devout invocation; that banner will inspire you always with sentiments of valor and heroism, and it will lead you in the way of victory.

"But do not forget, friends, that the most glorious of victories, that which is most worthy of your flag, will be that which you gain over your own selves, by being strong in character, men of virtue and of heroic will.

"I recall at this moment that, at the beginning of this war, when invaded Belgium saw her youth fall sacrificed in the vanguard of her heroic resistance, the Belgian mothers cried out in anguish, but firm as the Christian martyrs, to the great Cardinal Mercier, Archbishop of Malinas: 'Are these our sons who die on the field, martyrs for the faith?' 'Remember for your supreme consolation,' the illustrious prelate, deeply moved, but serene, answered the mothers kneeling before him. 'Remember that many of those young men your sons who possibly might not have had the valor to live well, have had it to die well. They have been happy to die for their country.'

"And you, too, be thus, my friends, living by your country and for her; be worthy of life and you will be worthy of a glorious death—death which awaits us all on the horizon more or less near, the same in war as in peace; be noble characters; be strong and valiant as men and you will be such as soldiers; know how to vanquish the enemies within you and you will conquer those without however strong; be good sons of your Father which is in Heaven and so, and only so, will you be worthy sons of your American Homeland which is on the earth, of the noble lady Democracy, our common mother in whose defense you have taken up arms, and



The Finest Parliament Building in South America, at Buenos Aires, Argentina.

which is nothing else than virtue, self-denial in favor of the social well being, the sacrifice of the personal to the collective will, on the part of the great majority of citizens.

"I am very sure that you will always be such for the glory of our democratic America. For this reason I speak to you in this fatherly manner, because I know well that I am not scattering seed in your souls, but watering rather that which is already there, sown by your parents and full of germinating life. Many, and most happy, are the memories left in Montevideo by the notable and gracious visit of the United States Fleet to which you belong, but, my valiant sailors, of all these memories the most gratifying and lasting is that of your own conduct among us; we have seen you in our streets and even in our churches as models of democratic culture; you have left us the example of an army of gentlemen above reproach, of men truly free and, what is more, of citizens worthy of that freedom, masters of themselves.

"Farewell then, brave soldiers of our free and republican America. I have given you in my words the most precious thing which I have been able to find for you in the depths of my soul, the best that as a parting gift, I believe is to be found among the riches of this my country of Uruguay: paternal inspirations, sincere love for your souls. Everything else passes away, this alone remains to, and throughout, eternity.

"Continue then, with valor and with unwavering faith in victory, your glorious journeyings on the great deep in the beneficent shadow of your spotless banner. Cherish with affection the remembrance of this land of Uruguay, whose fraternal embrace your very hearts have felt.

"Good-bye, friends, may you be happy.

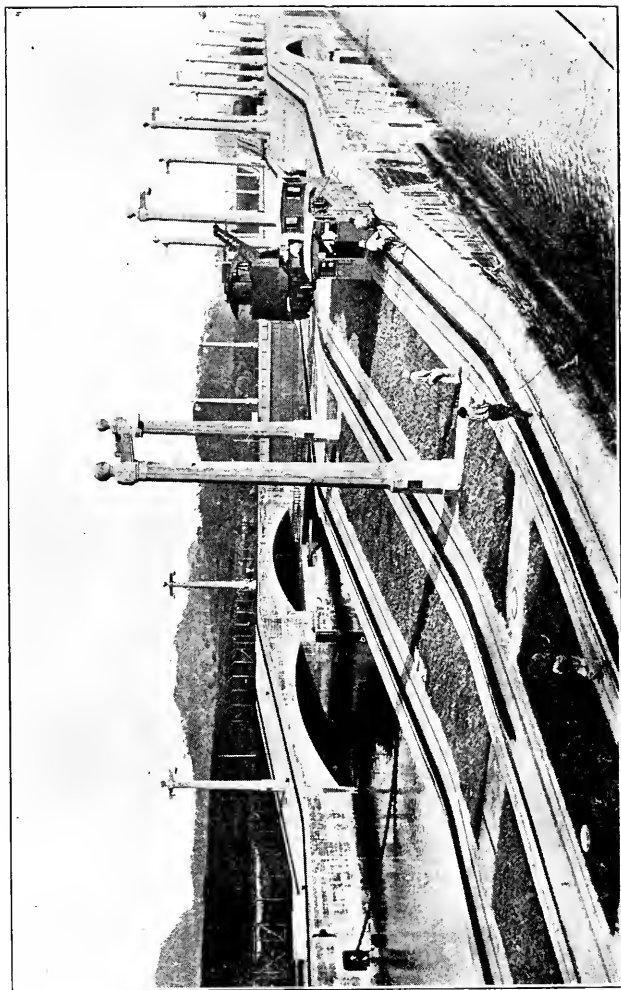
"Sons, brothers, may God bless you."

Ascent of the Rio de la Plata, Also Known as the Plat or Plate.

It was necessary, on account of shallow water, for very slow speed throughout the trip; however, the city of Buenos Aires finally came into view and the usual gun fire salute was commenced.

A pause must be made here for relation of the fact that, during this journey one of our most popular lads, Clay T. Lyles of Garland, Texas, died and that, after the customary honors, his body was sent home.

In honor of the arrival of a United States squadron all places of business in Buenos Aires had been closed, and the people were celebrating in great style. The wharves and every building in sight was covered by a dense multitude of fully 400,000. These people, from all over the nation, kept up a constant cheer as our ships swept past the enormous grain elevators, and through a great manufacturing district to one of the basins, where all of our cruisers tied up to the dock. The crowd on shore was decidedly disappointed



Miraflores Locks, Panama Canal.

when they learned that there would be no liberty privilege granted until the following day, and they kept up an incessant clamor that we should come ashore then and there.

"Oh, why do you miss the good time that we have arranged especially for tonight " they cried. During the excitement on shore an indiscreet German started a counter demonstration. I say indiscreet, because the man came too next day in a hospital and he is probably still there. Some idea of the spirit of the people may be inferred from the following fact: Just prior to our arrival one of the mightiest demonstrations ever seen in South America was made by a gigantic multitude, that surrounded the Presidential Palace and the Parliament building. These good people cheered the entente allies to the echo and demanded war against the common enemy.

At the opportune time (i. e., after the admiral had paid his formal respects to President Irregnoien), everybody went ashore, and found the town at their disposal. "Keep the money, we don't need it," was the sentiment of this place. There was too much of this generous treatment, however: because so many of the lads longed to wander about at their own sweet will, and to pay for what they desired. Despite the above, it is needless to say that every mother's son of us went broke in Buenos Aires. This enormously wealthy city, in concert with the government, saw to it that every sort of enjoyment within its confines should be free to the personnel of our squadron. To this end the theaters, subway trains, street cars, railroads, etc., were an open-sesame to men in uniform. On sight-seeing trips a luncheon, cigars, bundles of cigarettes, etc., were provided, and tips to waiters were invariably refused. The government furnished a sumptuous dinner to all of our men. Movie actors? Well, I should say so. In fact the lads broke right into the razzle-dazzle picture game in all of the cities that they visited. Space forbids a farther narration of this topic and it will be dismissed with mention of the following incident: During one of the parades that the Yankees made, cheering of the populace was spontaneous, and especially pronounced, whenever the procession paused long enough for Admiral Caperton to place wreaths before the monuments of Argentina's heroic dead.

Oh, by the way, there is a fine statue of our first President, George Washington, in the Calle 3 de Febrero (the month in which he was born) of this city. Bernardo de Rivadavia, who was the first President of Argentina, is, like Washington, also called the father of his country. Argentina's independence was proclaimed at the city of Tucuman, on the 9th day of July, 1816. One of the crowning features, in honor of the occasion, was the magnificent electrical illumination of the place. This brilliant display exceeded anything of the kind that was seen during the cruise; in fact, it surpassed most of the electrical exhibits that many of the greatest of North American cities are equal to.

The City of Buenos Aires.

(Meaning good airs.)

This is the metropolis of South America and, from an energetic standpoint, the Chicago of the land. It has a population of 1,700,000 and is growing rapidly. Furthermore it is the capital city of Argentina, the most cosmopolitan town of all Latin America, and in the forefront of modern progress. It is apparent not only in this city, but also in the last two that were visited, that there is ample opportunity for capital and likewise skilled labor there.

Don Pedro de Mendoza founded the first of the many settlements of white people at this point, and that was in 1536. The name given at that time was Ciudad de la Santissima Trinidad y Puerto de Santa Maria de Buenos Aires. The appendix Buenos Aires was given by Del Campo, who was the first man to step ashore. Long after the Indians had destroyed several of the settlements here, then General Juan de Garay appeared upon the scene. Garay promptly hanged the governor, mayor and sheriff, who happened to be then bossing the place. After the hanging episode the city was re-established and under its present name. This place is rapidly approaching an era of skyscraper buildings, and it is conspicuous for advancement along many ways. The three principal railway passenger stations are of gigantic size and the transportation service, mostly double-tracked, is excellent. Two subway inter-urban lines are modeled after those in Paris, France, and they are very fine. One of the most wonderful systems of grain elevators in all the world is located at this point. Property has become so valuable that the commodious Spanish type of homes will shortly be but happy reminiscences of the past. The dead-walls and a few badly constructed streets are also rapidly giving way to improvements of a higher order.

All public buildings, parks, drives, monuments, etc., are worth seeing. The Zoological Gardens, botanical display and the great French military exhibit interested the sailors. In this display there were extensive trenches and wire entanglements, also a great many aeroplanes and guns that were taken from the Germans during the present war. There are six free municipal hospitals; in fact none of the foreign hospitals refuse to care for free patients. Aside from this there are five public institutions where no charge is made for the care of children, while their parents are at work. In addition to this there are a score of societies for uplift, social betterment, relief of the poor, etc. Some of the streets here, as well as in the other places already described, are designated by definite dates, such as Calle 25 Mayo, Rua 13 Decembre, Paseo 9 de Julio, etc. The two principal national holidays are July 9th and May 25th. The first corresponds to our 4th of July and the latter is in anniversary of the time when the English were driven from Buenos Aires.

The Argentine Republic.

(Formerly the Spanish Viceroyalty of Buenos Aires.)

This nation has an area of 1,138,000 square miles, and from the statistics of 1916, it appears that the total population was but 7,885,237. This population consisted of 492,636 Italians, 198,685 Spaniards, 21,789 English, and but 1,381 North Americans. A dozen scattering smaller lots make up the total number of the 2,357,952 that are registered as foreigners. The climate is similar to that of California and the products (timber excepted) are so diversified as to comprise most of those that are native to the United States. It is a question whether any country can make so excellent a showing of hardwoods. Catholicism is the established religion, but it is rapidly on the wane. A significant sign thereof is that the recently elected President Hipolito Irigoyen, in taking the oath of office that includes allegiance to the church, concluded in substance thus: "I subscribe to the church requirement purely as a matter of form." It is furthermore said that President Irigoyen is one of the greatest philanthropists in South America, whose munificence totals about \$50,000 annually, that he has the confidence of the people and is unassuming in every way. Five great railway systems have their termini in Buenos Aires, where the finest Parliament Building in South America is located. The Rio de Laplata, with an average width of thirty-five miles, extends inland between Argentina and Uruguay for one hundred and eighty miles, where it receives waters of the Uruguayana (Uruguay) and Parana Rivers. The meaning of Rio de Laplata is River of Silver, and of Argentina Silverland. The greatest engineering feat of South America is the tunnel that was forced through the Andes Mountains, between Argentina and Chili. Some years since many Normal School teachers were imported from the United States to introduce a modernized system of education. Local prejudice impeded the work and, for this and other reasons, the public school system is yet to become a satisfactory institution. Now the people are getting at this thing in their own way and it is not so certain that it is not the better way. Surely Argentina is not asleep in either this or any other respect. The republic reserves for itself one-third of the extensive oil fields that are within its confines. President Irigoyen voluntarily serves his country without pay.

During the time that Admiral Caperton and his men were in Buenos Aires the resident German Minister, Count Von Luxburg, took special pains to remain away from the city. However, this stunt "didn't get him anywhere," because after our departure, the Argentine Government asked him to skedaddle for good. Then came the anti-German ultimatum from Peru and Uruguay. All of Latin America was then in line except Chili, Paraguay, Ecuador, Colombia, Venezuela, Guiana, San Salvador and Mexico. The most of these nations will certainly, at the time necessary, line up; and those that don't are sure to find themselves elevated upon a pedestal of splendid isolation.

Our squadron left Buenos Aires on the return trip to Rio, July 31st. The Argentine fleet, headed by the majestic battleship Rivadavia, escorted us, with two large torpedo boats guarding both sides of each cruiser, and in this way did Argentina keep constant vigil over our safety for sixteen long hours.

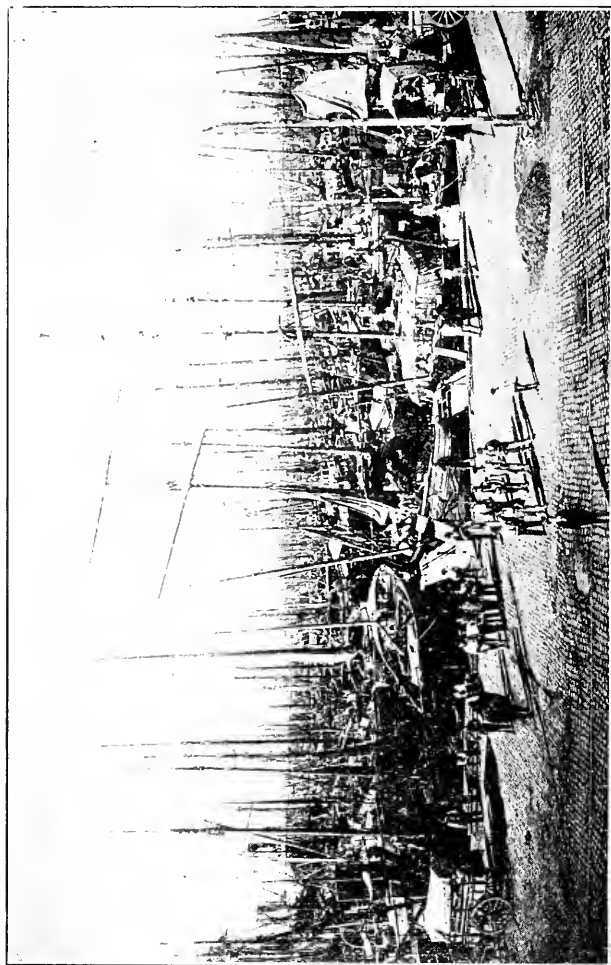
Leading Article of "La Epoca" on the Arrival of the American Fleet in Buenos Aires, July 24th, 1917—A Hearty Welcome to Them.

"The fleet of the United States of America has arrived, and it is welcome; let our country be theirs, our home their home, and let them find in our language the same manly sentiments that we express in their language in moments of enthusiasm. Let the vessels of the United States be welcomed, and may the stars of their flag shine in the Argentine firmament as in their own. May their keels rest in Argentine waters after their long journey, as in friendly waters, and may their presence here be as of a brother in a brother's house. Our country celebrates the occasion as a holiday, and the multitudes that fill the wharves of the docks, filled with the merchandise that represents the country's wealth, offer their hearts and their hands as a welcome from a proud and manly nation.

"Let the sailors from the United States be welcome; their presence ratifies a friendship of centuries, like a granite monument built on the unforgotten words of Henry Clay: The North American fleet will not find anything fictitious or artificial in this people, that well understand the high motives that serve to impulse the acts of great nations. Our words are sincere, and our sentiments real, and in such terms the same sentiments were uttered to Root, Rowe, Roosevelt and Sherrill, that is to say that the Argentine people loves and admires the United States and its people.

"We remember that our institutions are inspired in theirs, and that their democracy has served as a model for ours, that their brave rectitude served to protect our infancy as a nation, and that their manly energy was a vigorous, eloquent and constant lesson of 'self-help' for this young Republic, in way of formation itself. At the present moment, full of uncertainty and unrest the United States, from its historic capital by the voice of President Wilson, concentrates and sends forth on the path of justice, the spirit of the nations. Wilson lays forth the formula of sacred altruism for humanity, as against the egoism of nations that have distinguished themselves in European diplomacy in the actual conflict. The United States ratifies the ideas of Wilson, by its material manifestation, according to the doctrines of the President.

"Let us save the women and children, let us save men, let us save humanity, saving from tyranny those imperishable principles of morality that distinguish the civilization of our times, making it just and benign, the opposite to civilizations that have passed, whose grandeur materially was innerly uncouth and barbarous.



A Few Spars at Buenos Aires.

Thus spoke President Wilson, and one hundred millions of free citizens are with him.

"Let us remember these things: It is impossible not to do so, when we see amongst the fog of our estuary, appear the vessels of the fleet of the United States. We know that they bring us a message of peace and of justice, and we do not forget that they are instruments of war moved by a sincere desire to do away with violence and iniquity among the nations.

"We must also remember that the sailors of the United States have prepared for war, calmly and bravely, as gentlemen and mariners, in the service of an ideal that is now common to all peoples brought up to respect liberty and justice; and we welcome the fleet of the United States."

Other Incidents of the Cruise.

This chapter will be closed with the following brief statement: The Rio de Laplata is conspicuous for gulls that are of the same species as those that are to be seen along the Pacific Coast of North America. The only other gulls noticed down south were a few of very small size that flew about Guanabara Bay. Between San Diego and the Rio de Laplata no gulls, except the small ones mentioned were seen. Instead of gulls many jet black Bosun birds that are graceful and shapely cut, appear.

Our sojourn throughout the Southern seas was not all play by any means, because each vessel, including the flagship, devoted considerable time to patrol duty between the South American and African continents. No vessel was permitted to pass that did not exhibit sufficient evidence of her right to do so. During patrols the entire ship's company, excepting the few that must remain on duty, was assembled upon the quarterdeck each evening at sundown for prayer service. This was a pretty scene and not at all displeasing to the men.

CHAPTER FOUR.

There were momentous happenings on September 21st, when the Admiral transferred his flag to the South Dakota, and when those of us who were destined for return to the States were sent over to the collier Orion. The Admiral's party consisted of his staff, the marine orderlies, personal attendants and the band.

As the Motor Sailor shoved off with a draft for the home trip, three hearty cheers were given for the Pittsburg that we were leaving with regret. While all hands were ascending the gangway of the Orion a woman fell overboard from the ferry-boat Guanabara. She would have drowned had it not been for the Motor Sailor that rushed, at amazing swiftness, to the rescue. We were pleased that our fellows performed this act of mercy, as it was a fitting climax to the sojourn in Guanabara Bay.

Work of topping up twenty-four huge coaling booms and lowering away the same number of enormously large steel hatches was most effectively and easily done by means of a trolley. This trolley traverses an aerial track that extends longitudinally fifty feet high above the deck. An air of sadness prevailed when the body of Earl Hastings Crawford, from the supply ship Glacier, was brought on deck and securely lashed to the top side. During the homeward journey an armed sailor kept solitary vigil over the casket that was en route to Houston, Texas.

At 4 p. m., September 24th, the Orion began its sixteen-day, 4,919 mile journey from Rio to Hampton Roads, Virginia, and all hands were jubilant. Just as we passed the fortress of Santa Cruz the most marvelous scene of the entire six months' trip, if not the greatest vision ever beheld by any person of the ship's company, suddenly burst upon our vision. The mountain tops were clearly defined above billowy clouds of many hues, when the hidden sun shot out a thousand rays of rapidly changing colors.

These rays were in fan-shaped design and they enveloped the entire city of Rio de Janeiro. This was the Queen City of the Southern seas' farewell to us and every man was spellbound by it. Upon inspection of the ship it was noticed that huge masses of coal dust that was seen throughout the entire vessel, were rapidly giving way before an army of cleaners. Then followed the painters, who did their work so thoroughly that one of the dirtiest possible of ships was soon transformed to one that was newly painted throughout, and all of this while the vessel was in motion.

En route home the Orion ran into Bahia, took on a home-going draft from the Frederick, and proceeded on her way. Great disappointment was again caused when the men learned that they were to once more cross the equator far out at sea, and not near

the mouth of the Amazon River. The last naval service that I performed for the Government was to stand guard over the body of Shipmate Crawford, and the sacred duty ended just as we crossed the equator at 9:32 p. m. While thus employed I took a farewell view of the Southern Cross.

During the long journey, especially at night, I reclined in my hammock and took an interesting survey of nature through a porthole. Was amazed at the kaleidoscopic panorama that the starlight sky, the clouds, the sea and an occasional glimpse of land presented. The fantastic shapes of cumulus clouds; the silvery moonlight that shone through fleecy clouds, or scintillated wonderful beams o'er the dancing waves; an occasional fish trailing a streak of phosphorescent fire and the ceaseless motion of the sea; I say that these things interested me. My mind then went back to the solemn watches of the night during which time the most of this story was written. To explain, I will say that between the soundings that I took on the berth deck, during the hours from 12 o'clock midnight and 4 o'clock in the morning, the story was penned.

Shortly after crossing the equator we left behind balmy tropical air and clear skies for the more hazy atmosphere of the north. Was surprised thereafter that, for the balance of the journey, the hottest weather of the six months' cruise prevailed. I took special pains to observe the wonderful sunsets that reached their climax as we were crossing the Tropic of Cancer. Were I endowed with the imaginative genius of a Dante, and could I also wield the brush of an Angelo or the pen of a Dumas; I say, that I would be but poorly equipped to convey an adequate idea of the glorious sunset of October 6th. Suddenly the ship appeared to be surrounded by a palisade of perpendicular clouds that appeared to rise directly from the placid waters of an azure sea. These clouds were of the most beautiful species, ranging all the way from heavy cumulus down to those of the stirrus and straitus varieties. The effect was as though we were surrounded by a range of pinnacles, forests and cities. The sky directly overhead was clear, except for a few clusters of nimbus clouds. As the enormous sun sank below the horizon there were rapidly changing color effects, one color dissolving into another. Every conceivable color and tint was discernible in all of the clouds, and especially upon those overhead. These colors changed with the rapidity of lightning, and they lingered far into the night. The azure sea gave place to one that was carpeted with the most delicate scintillating tints. While wonder held the crowd, I soliloquized as to whether any of the lads then caught a vision of Heaven through the medium of the clouds. Surely nature is seen at its very best within the wonderful realm of cloudland.

Divine Services on the Collier Orion.

On Sunday morning, October 7th, the writer was surprised when a delegation from the after end of the ship came to our

quarters and requested that I should "lay aft and read a prayer, a passage from the Bible or give the boys a little good dope." When I demurred the shipmates seemed disappointed, so I requested time to get into dress uniform and shave, which was granted. In less than five minutes thereafter the cross went up above the colors and a bugler sounded the church call. This was immediately followed by pipes of the bosuns and their mandate as follows: "Silence throughout the ship, smoking and card playing must cease until after church." I was astonished to see assembled the largest gathering that I had noticed at divine service during the cruise. There were three reasons for this, namely: there is no chaplain on the collier; second, the boys desired relief from the tedious monotony of the long cruise; and last, but by no means least, the lads wanted to look at the guy who would be nifty enough to tackle this job. Well, for the hour that followed the best possible attention was given. I was gratified when most of the fellows then filed past and took my hand in friendly grasp. A little later two of the colliers crew requested that, when reaching Norfolk, I should "ship over" and stay on the Orion. Sailor lads have their faults, but they are not so inbred or persistent as are those of the average man. The person who takes sincere interest in sailors will find ready response. I found it so aboard of the Pittsburg. Several men on that ship concerned themselves, along moral lines, with the crew. It was not long until this influence was decidedly prolific of good results. It became so that scoffing ceased to be heeded and that the scoffers themselves turned to in the good work. As a result the Pittsburg now has a fine society for moral suasion and it is made up of the younger set.

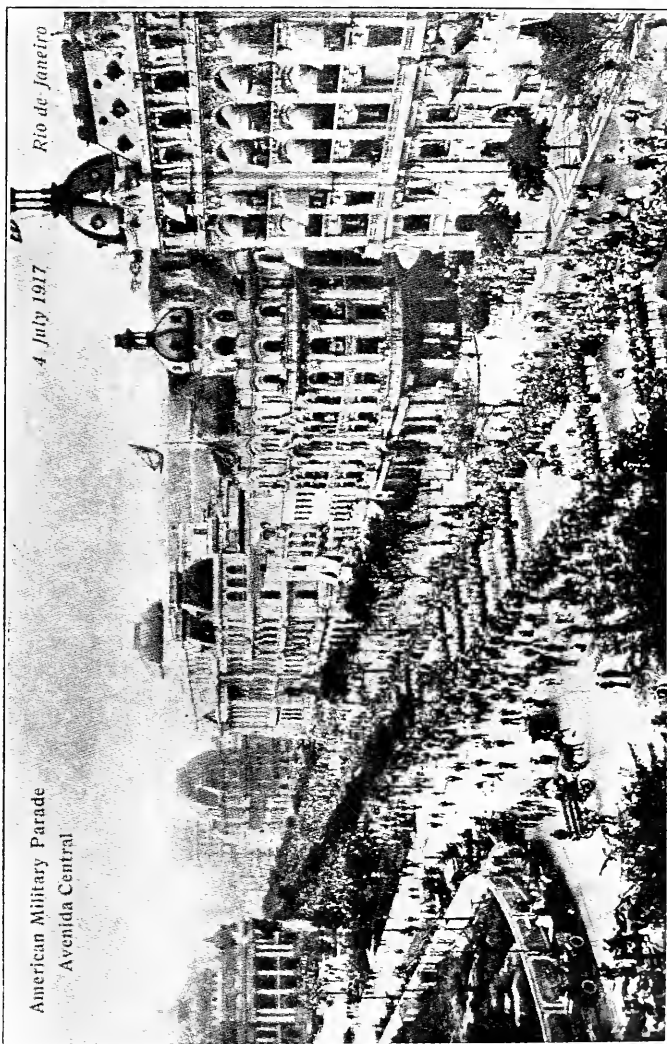
Fight With a German Submarine.

Yours truly had the honor to be then on a ship that put a German "U" boat to flight. This happened at 4 o'clock a. m., on July 4th, while the Pacific fleet was having a gala time at Rio de Janeiro. I say that, at this time, a large German submarine attacked Ponto Delgada, on the Portuguese island of St. Michaels, in the Azore group. The enemy fired twenty-five shots. The Orion gave chase and sent thirteen shells whizzing after the intruder. However, this "U" boat was beyond range of the Orion's guns and it didn't seek closer acquaintance. The submarine's commander must have "pawed the air" when he learned, as he probably did, that he mistook the enormous hull of the collier for that of a mighty battleship and thus allowed a rich Yankee prize to escape. The Orion is commanded by Captain J. H. Boesch who directed the chase, after Seaman C. W. Newton had sighted the enemy. It requires no little courage to send a ponderous, heavily loaded collier that is armed only with popguns in pursuit of a very swift and heavily armed battle craft. Certainly the

American Military Parade
Avenida Central

4 July 1917

Rio de Janeiro



darkness camouflaged the Orion into a super-dreadnaught and scared the Bosches stiff.

Some of our sailors who arrived at Norfolk, Virginia, from Europe during October touched at Ponto Delgada, and they declare that the popular name for new streets, buildings, hotels, theatres, goods, etc., throughout the Azores is now Orion.

Literal translation of a letter that was received from the Legislature of the District of Ponto Delgada:

Service of the Republic.

To the Excellent

Consul-General of the United States,
for the Azores,

Ponto Delgada.

The unfortunate occurrence of being bombarded by a German submarine, having taken place upon this city and several neighboring townships, at daybreak today, and being certain that the disaster and damage caused would have been by far worse, had not the vessel of the great American Nation, the "Collier Orion" armed for war, been at our port, who's brave crew, under direction of their honored commander, responded so valiantly and energetically to the fire of the said war-vessel, stopping its fire and driving it from our coasts, thus preventing greater disaster to the population of this town and island.

"The Executive Committee of the Legislature of this district, over which I have the honor to preside, as representative of the interests in general of said district, resolved to transmit, in its session of today, its expression of highest praise and deeply felt thanks to the commander and his brave crew, which I beg Your Excellency to transmit to them."

I am also charged by the same committee to express the sincere thanks for the services and help afforded to the population, to your Government; at the same time profiting by the occasion to express to Your Excellency recognition for your consideration the most humble respect as a citizen of the United States and representative in the District for the Grande Republic.

Health and Fraternity.

Bureau of the Legislature of the District of Ponto Delgada, July 4th, 1917.

The President of the Executive Committee.

(Signed) PEDRO CORREA MACHADO.

Those of us who were returning home were much disappointed when the morning of October 10th proved to be the only blustery and very foggy morning that they encountered during the six months' cruise.

Yes, the weather was disappointing, because we were nearing "home, sweet home." However, all hands were jubilant despite the weather. In this mood we passed between Capes Charles and Henry, entered Hampton Roads and continued on. There is a no more interesting spot, from an historical standpoint for American citizens, than this same Hampton Roads. For was not the first white and also Negro settlements made on its banks, at Jamestown? Wasn't the greatest naval battles of both the Revolutionary War and also of the Rebellion fought in this waterway? Finally, were not the final battles of both these titanic struggles fought on land nearby? During the War of the Rebellion Virginia lost far more men than any other state of the Union, every inch of her soil was repeatedly fought over and the property loss exceeded \$300,000,000.

After considerable delay the *Orion* proceeded to the Navy Yard at Portsmouth. En route the ship passed Jamestown, Newport News (off which point the *Merrimac* was defeated by the *Monitor*), the entrance to Chesapeake Bay, and the York River; the fortified island that was hastily first made by sinking bales of cotton, Fortress Monroe, Norfolk, etc, to destination.

The party to which I belonged went directly to the Naval Hospital. This fine institution was erected in 1828, and it has probably relieved more people from distress than any of the many Government asylums. Oh, what a tale could be told relative to the thousands of afflicted soldiers and sailors who have, at no time, been denied the very best care that a grateful and generous Government could bestow.

From Portsmouth a side trip was made to the Yorktown battlefield, where Lord Cornwallis surrendered to Washington, and thus brought to a close the great Revolutionary War. The old style houses that were erected during those early days were decidedly interesting sights to our company. We also inspected the cave that was the field headquarters of the haughty English general. A small slab marks the spot where Washington received the sword of Cornwallis and a handsome monument designates the battlefield.

The Tomb of Washington.

It is fitting that the final lines of this story should be inscribed before the resting place of the immortal Washington. We are told that "he was first in war, first in peace and first in the hearts of his countrymen," but he was more than that, as he was also first in the principle that "government derives its just powers from the consent of the governed." This proposition led out to its full fruition, means the Universal Brotherhood of Mankind.

Pan-America Solid in Pro-Ally Spirit.

(Courtesy of the New York World.)

Pan-American opposition to Germany is again emphasized by severance of relations between Uruguay and the Kaiser's empire. Fourteen nations have broken with Germany since a state of war was declared by the United States in April, and the Americas have furnished ten of the new ones whose hostility has been definitely announced.

This alignment has seriously crippled the activities of German agents who sought to make the Americas bases for propaganda and intrigue. The list of the American continents will probably soon be increased by the addition of Argentina, and possibly by that of other nations.

South American countries that have broken off with Germany are Brazil, Peru, Bolivia and Uruguay. Central America is in the same line with Nicaragua, Costa Rica and Honduras. Cuba and Panama ceased relations April 7, two days after the action of the United States, and Hayti acted in June.

Anti-German Sentiment Grows.

Colombia, Venezuela, Ecuador, Chili, Argentina, Paraguay, Salvador and Mexico yet remain neutral. Argentina's Legislature has voted for a break. Count von Luxburg, the German Minister who was recently dismissed, is detained under military guard.

Sentiment in Chili is in the same direction. In all of the countries that have acted embargoes have become effective against shipments that might directly or indirectly benefit Germany and German ships in their ports have been seized.

As early as February, the day the German note regarding submarine warfare was received, President Menocal of Cuba called the Cuban Legislative Committee on Foreign Relations together, and the same afternoon the Government forwarded a protest to Germany. In March, Dr. Pablo Desvernine, Cuban Secretary of State, assured The World correspondent in Havana that Cuba would take vigorous measures to put down attempts at German intrigue in Cuba.

This attitude prepared the way for severance of relations. On April 6, immediately on receipt of the news that the United States had declared a state of war, President Menocal sent a message to his Congress advising that the Washington example be followed promptly, and Congress acted. Three German ships in Havana harbor were seized, and the Government put itself at once on a war footing.

An appropriation of \$30,000,000 was made for this purpose, the coast was put under effective patrol, an aviation unit was organized and American troops were borrowed to guard against surprise or mischief to the island's sugar crop, the largest ever grown there. The Government offered to furnish a mobilization

and training ground for American troops. Washington accepted the offer. A council of national defense was appointed, with authority to enlist and drill native forces. The seized German ships were turned over to the United States.

These activities resulted in immediate cessation of revolutionary tendencies on the island, all interests loyally subscribing to the patriotic impulse that had actuated the Government. There had been many German plotters in Cuba. The Government rounded them up and has since kept them in subjection.

Indorse Wilson's Note.

On February 8th the Foreign Office in Panama replied to President Wilson's note suggesting that all neutrals sever diplomatic relations with Germany, with a message of approval and indorsement. On April 7th, President Ramon Valdez signed a proclamation committing Panama unreservedly to the assistance of the United States in the protection of the canal. He said it was the patriotic duty of all citizens to facilitate military operations of the United States within Panama boundaries. President Valdez on the same day sent a message to President Wilson indorsing the American action toward Germany, and it was officially announced that Germans resident in Panama would be interned if they gave any sign of being involved in enemy plots.

Brazil broke off relations and handed the German Minister his passports April 10th. Several weeks elapsed before a law was passed definitely revoking the Government's neutrality. That action was tantamount to a declaration of war against Germany. The Parana and Tijuca, two Brazilian ships, had been sunk by German submarines, and popular and official feeling was roused.

Germany's trade course in Brazil had previously caused much resentment, and people and Government saw opportunity to even scores on that account as well. Forty-five German ships were seized, among them the Hamburg-American liner *Blucher* of 12,350 tons, and their crews were interned. Official decree admitted war and other ships of the Allied nations free access to Brazilian ports, and it was announced that the Brazilian Navy would take over part of the work of patrolling the South American coast, where German raiders had been active.

Hayti Declares War.

May 4th President d'Artiguenave sent a message to the Haytian Congress demanding a declaration of war against Germany on the ground that five Haytians were members of the crew and three others were passengers of the torpedoed French steamship *Montreal*, which was plying between Bordeaux and Hayti. Berlin had already handed passports to the Haytian Charge for his protests against this violation of The Hague convention, and Hayti had rejoined by dismissing the German Charge at Port-au-Prince. The Congress passed resolutions of severance, but not of war.

In September the Haytian Council of State declared a state of war. German interests in the island had been estimated at \$20,000,000. They have since been valueless. Previous to the declaration of a state of war German agents were suspected of fomenting the rebellions which had disarranged the insular finances and had rendered all Government unstable. There has been American military protection since September and no recurrence of political or other troubles.

The Bolivian Minister of Foreign Affairs was authorized last February to support the attitude of the United States in the crisis with Germany. Notes to that effect were sent to Washington and to Berlin. Following the Washington break in April, his passports were handed to the German Minister in La Paz with a note recalling that the Bolivian Minister to Berlin was a passenger on the Holland-Lloyd liner *Tubantia* when that vessel was sunk by a submarine in neutral waters last year, and declaring that relations with Germany had become unsupportable under the aggravating circumstances.

Peru Breaks Relations.

In February the Peruvian press demanded that Peru join with the United States in condemning the ruthless submarine warfare by Germany. A Peruvian ship, the *Lorton*, had recently been sunk in Spanish territorial waters. Germany promised to pay damages if neutrality was violated, but nothing further came of the protest except an offer to submit the case to a prize court. German plots seem to have been active in Peru, and in April two Peruvian submarine commanders were arrested and imprisoned on charges of having conspired to turn Peruvian undersea boats over to Germans, to prey upon American and Allied shipping.

In August Peru sent an ultimatum to Germany concerning the *Lorton* sinking, and at the same time the Peruvian Congress approved the recommendation of President Pardo that Peruvian ports be opened to ships of the United States. Five German steamships and three sailing vessels at Callao were taken over in September. Parts of the machinery were missing. Answer to the *Lorton* ultimatum was demanded within eight days from September 26th, and as none came a state of war has virtually existed since that time.

Uruguay rejected the principle of submarine war in a note to Germany last February, and a concurrent note to the United States notified this Government of Uruguay's adherence to the principle of defense of the rights and interests of neutrals. In June the Uruguayan Senate decided that American warships visiting there would be treated as non-belligerents and would be given all peace privileges.

Appeal to Latin America.

In August the Government issued an appeal to all Latin

America to stand by the United States against Germany. In September, on rumors of plans to sink the eight German ships in the harbor of Montevideo, the Government seized the ships and interned the crews. That act strained relations, already tense, and led to the final break.

Guatemala handed passports in April to Dr. Lehmann, the German Minister, who had been suspected of trying to foment revolutions in Central America with a view to diverting the attention of the United States from German performances by keeping it busy near home. President Cabrera informed Washington that his Government had broken off with Germany because of its desire to stand with the United States in its contest for the supremacy of democracy and the preservation of international law.

Nicaragua severed diplomatic relations with Germany in May, offering at the time the use of its territorial waters to the United States.

Costa Rica offered the hospitality of its ports to American warships in April, soon after Washington declared a state of war. It then appeared that German agents had tried to finance a revolt in Costa Rica, with the view of planting submarine bases off that coast. A pro-German newspaper was seized in San Jose in July.

In September all German residents of Costa Rican ports were interned for abetting conspiracy against the Government, and September 21st the Government formally severed relations with Germany and the German diplomatic and consular representatives received their passports. Honduras broke officially with Germany May 18th, declaring that all the American nations must stand together for democracy in the present crisis.

Faces a Hostile World.

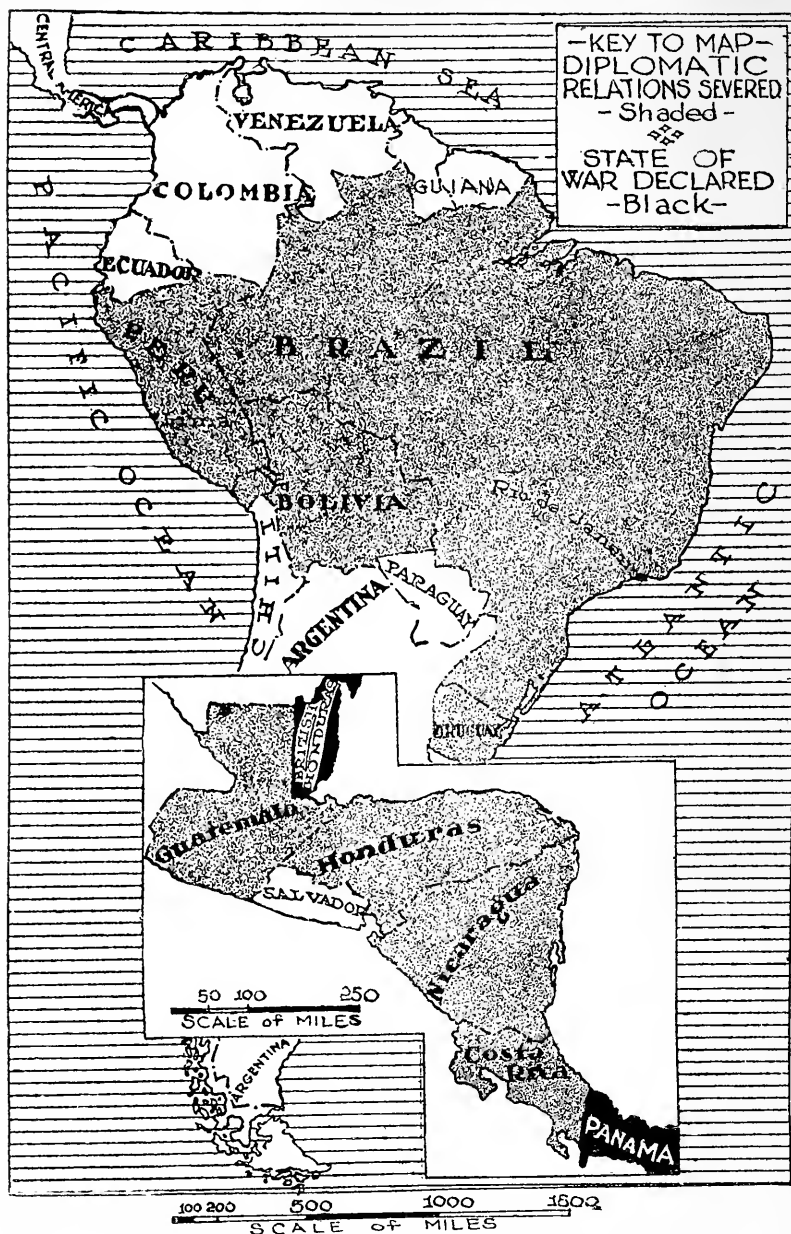
Germany's Enemies Number Three-Fourths of All Nations — Few Neutral Nations Now—Besides the Eighteen Countries Openly at War With Central Powers Ten Have Broken Relations.

More than three-fourths of the world's population lives in the eighteen countries at war with Germany, or her Allies, according to compilations from Government sources.

The persons living within the central countries are outnumbered more than seven times by anti-Germanic populations, and the proportion is swelled even higher if consideration is taken of the populations of the ten countries which have broken relations with the Central Powers. Germany's enemies now include nearly all the white and yellow races, and the physical resources of about half the world's area are mobilized against the forces of Germany, Austro-Hungary, Bulgaria and Turkey.

For these reasons, observers here are watching intently the play of influences within the few remaining neutrals, including Spain, Netherlands, Sweden, Norway, Denmark, Switzerland and in America, Venezuela, Paraguay, Colombia, Ecuador, Salvador and Mexico.

NEARLY ALL AMERICAS ARE ANTI-GERMAN, MAP SHOWS.



Since This Map Was Made Guatemala and Brazil Declared War Against Germany and Argentina Dismissed the German Minister.

Ten Have Broken Relations.

Similarly, unusual interest is felt here in the future course of the nations which have broken relations with Germany or her Allies. These are Brazil, Bolivia, Costa Rica, Guatemala, Hayti, Honduras, Nicaragua, Peru, Uruguay, San Domingo and Argentina.

It is pointed out here that, of the world's total population of 1,691,000,000, about 1,342,000,000 live under flags of the Central Powers' open enemies in the war. About 40,000,000 inhabit the countries which have broken relations and 132,000,000 are neutral, while the population of Germany and her Allies is about 177,000,000.

Of the world's total area of 57,000,000 square miles, 27,000,000 are under anti-German domination, while the Germanic Allies control only 5,000,000.

State Department records show the following nations at war with Germany or her Allies: United States, Great Britain, France, Russia, Serbia, Japan, Belgium, Italy, Portugal, Roumania, Greece, Montenegro, San Marino, China, Cuba, Panama, Siam and Liberia.

How Declarations Were Made.

The alignment of these nations is shown by these formal declarations of war made since Austria precipitated the world's strife on July 28th, 1914, by declaring war on Serbia. These declarations are as follows:

Austria against Belgium, Montenegro, Russia and Serbia; Bulgaria against Serbia; China against Austria and Germany; Cuba against Germany; France against Austria, Bulgaria and Germany; Germany against France, Portugal and Russia; Great Britain against Bulgaria, Austria, Germany and Turkey; Greece against Germany; Italy against Austria, Bulgaria and Germany; Japan against Germany; Liberia against Germany; Montenegro against Austria; Panama against Germany; Roumania against Austria; Serbia against Turkey; Siam against Austria and Germany; Turkey against all the Entente nations November 23rd, 1914, and later against Roumania; United States against Germany.

SUPPLEMENTARY CHAPTER

The Officers and Men Who Made History.

Every enterprise owes its success or failure primarily to the personnel of those who direct its affairs. In this respect the Pacific fleet of the United States Navy has reason to be proud. Admiral Caperton is an accomplished gentleman, of pleasing personality and a diplomat who certainly does know what should be done, how to do it and when. Under his direction a good impression was made in every country that was visited, not alone by the officers but also by the men. Am certain that the conduct of all American sailors while ashore was a source of pleasure to the good people who everywhere hailed us with delight.

The most difficult task among the officers was undoubtedly that of the admiral, whose duty it was to win respect abroad, esteem of an exacting public at home and also the approval of his Government. That he is entitled to all of this is the consensus of opinion throughout the squadron.

The commanders of each ship merited the confidence that was reposed in them by their superiors and also by the men. If there was inefficiency anywhere among the officers, it did not manifest itself. The commanding officers referred to were: E. G. Bradshaw and Zeno E. Briggs, of the flagship *Pittsburg*; W. C. Cole, G. W. Williams and L. A. Bostwick, of the cruisers *Frederick*, *Pueblo* and *South Dakota* respectively. The Marine Corps under Major R. M. Cutts and Captains G. A. Johnson and N. C. Pierce never failed to make a good showing. Thanks to the wise direction of Medical Inspector E. S. Bogert and to the untiring energies of Surgeons Karl Ohnesorg and H. McDonald, a good state of health prevailed. The construction and repair forces were equal to their difficult tasks, under the guidance of First Lieutenant G. W. Wright, the carpenter, H. M. Davis and his chief officer, A. F. Sloan. Fleet Chaplain L. N. Taylor was precisely the man for the place and he never failed to cheer up and comfort those who needed encouragement. Oh, by the way! the flagship band must by no means be overlooked. There are several first class musical directors in this aggregation, which is second to no band that is afloat.

There is no official position on a man of war that is a bed of roses, and the necessary discipline embraces every person from the admiral down. Furthermore, officers are not exempt from an equal share with the men of the tedious long watches of the night. In fact, the officers are more intensely vigilant than the men, for they realize that the safety of the ship and its human cargo is largely in their own keeping. It is certain that many sleepless hours are passed by these same officers in planning ways and means—I say ways and means, not only for the comfort of the men, but that they may the better secure their respect and also the approbation of the higher powers.

A Tribute to the American Bluejacket.

No class of men form such strong and enduring friendships as do the naval forces of the sea. Sailors stand together through thick and thin, drink from the same cup, puff away calmly at the same cigarette and share their last dollar. There is no kindly act that is too hard to be rendered by one shipmate for another. He doesn't back-bite. No! not on your life! but goes at it raw, face to face. Despite a few faults Jack is usually honest, and he will defend a good woman quicker than any other man on earth.

Beyond question Uncle Sam's enlisted men do average up better than any equal number of persons picked up en masse from any walk in civil life, the church not excepted. For example, one must be a citizen, not necessarily a voter, to become a man-o'-war's man. You will not find in the navy any man, exclusive of Asiatics, who did not take sufficient interest in the country to learn its language; nor any whose chief concern is to amass money for expenditure in a foreign land; neither those who refuse to become citizens and then sneak around denouncing the country that shelters them. Again there are no "I won't work" freaks, anarchists or blather-skites in Uncle Sam's Navy.

What the American Navy needs badly is for the Government and also its citizens to take a more vital interest in the sailors (not only during war time, but all of the time). Do this so as to disabuse many of the lads' minds from the sordid idea that this interest is mercenary. Surround the enlisted men with at least so many good influences as they are now assailed by those that are bad and the morale of the navy will become vastly better. When sailor lads go ashore, weary from a prolonged cruise, the very gates of Hell in every port are thrown wide open and the forces there just shout for the boys. Surely it is the manifest duty of every good citizen to "stand by" then. Just cut out the thought that sailors will be sailors and conceive of the fact that sailors can be men.

Coming right down to hard facts, the seasoned naval man is efficient, energetic, discreet, courteous, obedient and honest; in fact, he is the peer of any man.

The Author's Opinion of the United States Navy.

During my six months' experience as an enlisted man aboard a man-o'-war, I learned the following facts:

That the navy is the best kind of a place for a man who will do the right thing;

That payment for service, not at all arduous, is excellent, all things considered; especially because promotions are rapidly made;

That the opportunity to acquire proficiency, particularly in the mechanical arts, cannot be equaled elsewhere;

That the food, clothing and comforts furnished are much better than the average men on shore receive;

That the chance to see many wonderful sights throughout the

world is par-excellent. Through this medium sailor lads soon become broad-minded and educated to a surprising degree;

The only roughnecks are among the raw recruits who, after a short time, either become gentlemen or they have to "beat it."

Finally, the Government takes the most tender care of its sick or infirm sailors, and after they have performed a reasonable amount of service and retire therefrom, a handsome life pension is the reward.

W. H. Swinger,

PERTINENT FACTS

Relative to the United States Navy, Especially Concerning Cruisers.

An American cruiser, although not armed with the largest of guns is able to seriously tantalize those that are, for with her bow and stern shot away and her bottom punched full of holes she is still able to float and shoot, and when she shoots the target is struck; provided it is within range. Cruisers are only in fear of torpedoes, several of which they also carry. The wonderful equipments of these ships and the marvelous manner in which they are handled far exceeds the imagination of the average person.

Cruisers are a honeycomb device consisting of several hundred absolutely water-tight compartments, from every one of which there are two ways of escape. Every man has a specific duty to perform and knows how to do it; furthermore, he must give an account to the man higher up. The President of the United States receives the report from the Secretary of the Navy, who checks up Chief Admiral Benson. Thus it runs down the line through the division admiral, the captains of ships under his command, the heads of departments, chief petty officers, etc. Every pound of nails, stick of timber, sack of powder, can of provisions; in fact, each article used aboard ship must be accounted for. Thus it happens that discipline of a high order is the watchword throughout the navy. Red tape it is called, but without these regulations all would be chaotic aboard ship.

Usually about 5:30 a. m. the reveille, that sounds so sweetly on shore but which spells dismay to so many aboard ship, is sounded. The boys sing it in rag time, something like this:

"I can't git 'em up, I can't git 'em up,
I can't git 'em up, in the morning;
I can't git 'em up, I can't git 'em up.
I can't git 'em up at all."

The rest of the words of this ditty would not look well in print, so you may guess at it. Instantly following reveille the air is made hideous by the tooting of many pipes and sonorous voices of the boatswains, who bellow out "Arise and Shine," "Up All Hammocks," "Show a Leg There," "Corking Mats of the Deck."

etc. Woe betide the drowsy guy who slumbers on, as he is likely to get a smash across the place where his hammock sags the lowest. Directly after roll-out comes deck scrubbing and wash-up followed by pipe down for morning chow, which is served by soup-hounds, or as the boys when angry call them, slop-hounds. Now look out for the charge of the ration grabbers, when we used to hear something like this: "One foot on the deck; fire and fall back; have a heart there; don't hog all the beans; that man has grabbed six men's rations of prunes; here, you guy with six hot dogs, come across with my share." Yes, we heard this sort of thing at the commencement of the cruise, when three-fourths of the ship's company were raw recruits and the ship was handicapped for efficient service to care for the unusual crowd. It wasn't long, however, when all was serene around the festive board. Now for continuation of the regular order.

The smoking lamp is out for fifteen minutes.

Scrub, wash and mend clothing.

At 8 o'clock salute the colors, visit the dentist, go to the sick bay and turn in if sick or turn to for duty, as the case may be. At this same hour the admiral signals the uniform of the day, which must be donned by every man throughout the squadron.

Except for an hour, when the sun crosses the yardarm and the men are at dinner, most of the time until 4 o'clock is given over to drills. Not every drill is held each day, but there is always enough to keep men and officers from growing stale. The "great gun drill" is a performance such as the men might have to go through in the actual manning of the battery, loading, pointing and firing of guns. As sailors have to be soldiers, they go through a drill called the "school of a soldier." "Fire quarter," "collision drill" and "abandon ship" are for the training of the sailors to meet emergencies.

"General quarters" sends every man to his place on the ship so that he may be ready for "clearing ship for action," which means all the rigging and everything that would impede firing must be got out of the way.

Every man in these drills must do his utmost to keep up with his mates, and it is this friendly emulation that turns out such a capable body of sailor men. The new men begin their naval life in a separate squad. Of course one of the first things a sailor has to learn, if he does not already know it, is how to swim. Then he must be disciplined in the life of a sailor, must learn how to sling and lash his hammock and to keep his belongings as a sailor should. He is instructed in signalling, boxing the compass and the flags of the nations of the earth. He must learn how to heave the lead and take soundings and to handle the ropes deftly and to whip and splice when necessary.

At the training stations he goes aboard a small practice vessel and puts into practice what he has learned ashore.

The Navy's Schools

At the end of four months he must pass an examination. This safely over, he becomes an acknowledged member of the navy. This is an age of specialization in the navy as elsewhere. Many of the men enter the electrical schools, where they have eight months of instruction. The seaman gunners' classes have six months' courses qualifying the men as gunners' mates for the battery of the man-o'-war. Beyond this there is the course in the manufacture and use of high explosives, the care of torpedoes and the laying of mines in the naval torpedo school.

There is also a school for the study of engines and boilers; another one where carpenters, blacksmiths, plumbers, cooks and other specialists can be taught.

Competition between the ships is remarkably keen, and each sailor is as deeply interested in the rating of his ship as is the commanding officer. A regular schedule of engineering is made out every year for each ship, and the way in which they meet the test decides their standing.

In addition to the practical instruction at the training stations and in the navy trade schools a course of academic instruction is provided. But Jack's life is far from being all work and no play.

The men finish their day's work at eight bells—four o'clock in the afternoon. They then scatter about, read, play games, sing, spin yarns, play with their pets or do whatever they like.

After supper, which is served at 6 o'clock and consists of meat and potatoes, dessert, bread and butter and tea, the men again have time for rest or recreation. Some of them go to the "movies."

But "tattoo" comes early—at 9 o'clock—and a few minutes later "taps."

The reason for superior efficiency on a United States ship lies in its excellent system of organization as outlined below:

Captain or Commander in Charge, after which comes the **Departments**, as follows:

First Lieutenant.

Chief Masters at Arms (2)—Yeoman (1).

Chief Boatswain and Mates (2).

Coxswains [str.] (4).

Sailmakers (1).

Chief Carpenter—Chief Carpenter's Mates (2).

Carpenter's Mates (6).

Shipwrights (6).

Shipfitters (3).

Blacksmith (1).

Plumbers (2).

Painters (4).

Printers (3).

Navigator.

Chief Quartermasters (2).

Ship's Quartermasters (5).

Signalmen [Sea. and Ord. Sea.] (16).

Ordnance Officer.

Electrical Gunner.
 Chief Electricians (2).
 Electricians (22).
 Radio Chief Electrician (1).
 Radio Electricians (3).
 Ordnance Gunner—Chief Gunner's Mates (2)—Yeoman (1).
 Fire Control Officer—Electricians (2)—Gunner's Mates (3).
 Torpedo Officer—Chief Gunner's Mate (1)—Gunner's Mates (7).

Division Officers.

For each one of the Turrets there are the following:

Chief Turret Captain (1).
 Gunner's Mates (2).
 Boatswain's Mates (2).
 Coxswains (2).
 Seamen (21).
 Ordinary Seamen (28).
 Electricians (1).
 Masters-at-Arms (1).

And for Six-inch Battery forward:

Gunner's Mates (2).
 Boatswain's Mates (2).
 Coxswains (2).
 Seamen (10).
 Ord. Seamen (20).

And for Six-inch Battery Aft:

Gunner's Mates (3).
 Boatswain's Mates (2).
 Coxswain (1).
 Seamen (18).
 Ord. Seamen (26).
 Masters-at-Arms (1).

Engineer Officer:

Yeoman (1).
 Warrant Engineer Officers (3).

Engine-room Force:

Chief Machinist's Mates (3).
 Machinist's Mates and Oilers (36).

Assistant Engineer Officer:

Fire-room force.
 Chief Water Tenders (3).
 Blacksmith, Cornsmith and Water Tenders (14).
 Firemen and Coal Passers.

Pay Officer:

Pay Clerks (2).
 Commissary Steward (1).
 Ship's Cook (13).
 Bakers (4).
 Yeomen (4).
 Officers' Servants (33).

Medical Officer:

Junior Medical Officer.
 Hospital Steward (1).
 Hospital Apprentices, 1st Class (2).
 Hospital Apprentices (4).

Marine Officer:

Junior Marine Officer.
 First Sergeant (1).
 Sergeants (2).
 Corporals (6).
 Privates (63).
 Trumpeter (1).
 Drummer (1).
 Band (16).

How to Distinguish Ranks and Ratings in the United States Navy.

Here is a description of the various devices and insignia, by which the rank and rating and also the branches of the service may be distinguished for men in the navy. In the case of commissioned officers reference will always be to the collar, as that is the marking most likely to be noticed by the man in the street.

Admiral of the Navy—Four silver stars of five rays each, the two end stars surcharged upon gold fowl anchors, the crowns of the anchors pointing toward each other and one ray of each star pointing upward.

Rear Admiral—Same as for admiral of the navy, omitting the anchor near the front edge of the collar but retaining its star, thus having four stars, the rearmost one surcharged on a gold anchor.

Vice Admiral—Same as for admiral, but only three stars and substituting a silver fowl anchor without a star for the gold anchor surcharged with a star.

Commodore—Same as for rear admiral, but with only one star.

Captain—A silver spread eagle and a silver fowl anchor in the rear of the eagle.

Commander—A silver oak leaf and a silver fowl anchor in the rear of the leaf.

Lieutenant Commander—A gold oak leaf and a silver fowl anchor in the rear of the leaf.

Lieutenant—Two silver bars and a silver fowl anchor in the rear of the bars, all bars at right angles to upper edge of collar.

Lieutenant, Junior Grade—A silver bar and a silver fowl anchor in rear of bar.

Ensign—A silver fowl anchor.

Chaplain—On the collar one inch from the neck opening a Latin cross embroidered in silver.

Chief Boatswain—Two fowl anchors crossed, embroidered in silver surcharged at point of crossing with a gold five-pointed star.

Chief Gunner—A flaming spherical shell embroidered in silver, flame horizontal and pointing to the rear, surcharged at the center of the shell with a gold five-pointed star.

Chief Machinist—A three-bladed propeller embroidered in silver, surcharged at the center with a gold five-pointed star.

Chief Carpenter and Carpenter—A carpenter's square, point down, embroidered in gold and silver respectively.

Chief Sailmaker and Sailmaker—A diamond embroidered in silver and gold respectively.

Chief Pharmacist and Pharmacist—A caduceus embroidered in gold and silver respectively.

Midshipmen—A gold anchor, shank vertical.

Medical Officers—A silver acorn leaf embroidered upon a gold spread oak leaf with the stem outward.

Pay Officers—A silver oak sprig of three leaves and three acorns inscribed in a rectangle.

Naval Constructors—A gold sprig of two live oak leaves and an acorn.

Civil Engineers—Two crossed silver sprigs, each of two live oak leaves and an acorn.

Medical Reserve Officers—A gold acorn leaf embroidered upon a silver spread oak leaf.

Distinguishing marks for non-commissioned officers and enlisted men are the following:

Radio Operator—Four zigzag lines as of lightning.

Torpedoman—A torpedo.

Musicians—A lyre.

Bugler—A bugle.

Shipwright—Two axes crossed.

Ship's Cooks and Bakers and Officers' Stewards and Cooks—A silver crescent on a dark background.

Hospital Apprentice—A Geneva cross of red cloth.

**Dates and Distances From the Navigator's Records of the U. S. S.
Pittsburgh, Flagship Pacific Fleet.**

Left San Diego on May 7th for San Jose de Guatemala. Arrived in that place on May 14th at about 4:30 p. m. Distance traveled 2300 miles. Left San Jose de Guatemala May 17th at about 7:15 a. m. Arrived at Balboa, C. Z., on May 21st at 5 p. m. There we went into drydock for one day. Left Balboa, C. Z., on May 24th about 7 a. m.; distance traveled 1,000 miles. Proceeded through the canal to Colon; distance traveled 56 miles. Left Colon on May 30th at about 10 a. m. for Bahia, Brazil, June 15th at about 4:15 p. m.; distance traveled 3,600 miles. Left Bahia on June 21st at 9 a. m. and arrived in Rio de Janeiro June 23rd at 6:30 p. m.; distance traveled 800 miles. Left Rio de Janeiro July 6th at 5:30 a. m. Arrived in Montevideo July 10th at about 7:45 a. m.; distance traveled 1,000 miles. Left Montevideo July 22d at 9:10 a. m. Arrived in Buenos Aires July 24th at about 6:15 p. m.; distance about 125 miles. Left Buenos Aires July 31st at 1:30 p. m. Left Rio de Janeiro September 21st at 4 p. m. for a sixteen-day run to Hampton Roads; distance 4919 miles.

A Brazilian Bill of Fare

MENU

Chicken Soup (Canja)\$800

COLD (FRIAS)

Assorted Meats & Potato Salad1\$200

FISH (PEIXES)

Boiled (Cosido) Brazilian Style1\$200

Filets with dressing1\$000

ENTREES (ENTRADAS)

Beefsteak & Fried Potatoes (Bifes e Batatas Fritas).....\$800

Eggs & Bacon (Ovos estrelados ao Bacon).....1\$200

Eggs & Ham (Ovos estraldos presunto)1\$200

½ Roast Chicken (½ Frango Assado).....1\$500

Soft Boiled Eggs (Ovos Quentes) \$600

Fried Eggs (Ovos Fritos) \$800

Beefsteak & Eggs (Bifes com Ovos).....1\$400

GRILL (GRILHADAS)

Chicken (Frangos)1\$500 Ribs of Pork, Mutton or Veal

Liver (Figado) \$800 (Costeletas de Porco Car-

Kidneys (Rins)1\$000 neiro e Vitella)1\$200

ROASTS (ASSADOS)

Chicken (Frangos)1\$500

VEGETABLES (LEGUMES)

Spinach (Espinafre)\$600 Palm Hearts (Palmitos)\$600

Greens (Grellos)\$600

SALADA

Lettuce (Alface) Cress (Agriao) or Potato (Batata)\$600

DESSERTS

Fruit Pie (Torta de Frutas).....\$600

Plums (Ameixas)\$500

Quince Jam (Marmellada)\$400

Goiaba Cheese (Goiabada)\$400

Baked Bananas (Bananas Assa-

das)\$600

(Compte de Goiaba).....\$500

Mamao Preservers (Compote) . \$500

Sliced Bananas with milk,

Sugar\$500

Jelly\$500

Sweet Omelet1\$500

(Omelete ao Sucre)

Fried Bananas\$600

(Bananas Fritas)

Bananas uncooked\$200

FRUITS (FRUTAS)

Pears, Apples, Grapes (Peras) (Macas) (Uvas) Mamao\$500

Mineral Water1\$000 Bread & Butter (Pao e Man-

Coffee (Cafe)\$100 or \$200 teiga\$300

WHAT IS A PRO-GERMAN?

(Reprinted at the request of the Oakland War Service League.)

By HERBERT QUICK

A pro-German is a man who, by private or public utterances, stands in the way of a whole-hearted prosecution of this war and the defeat of the German will to conquer.

He may do it by finding fault with the conduct of the war. He may do it by impracticable peace arguments. He may do it through a mistaken policy. He may do it because he is in the pay of the German government. He may do it because he has been befooled and bamboozled by those who are in Germany's pay.

The German will to expansion by conquest must be broken by defeat. If that rapacious will be not broken, the war will not give us peace. In all the history of the world there never existed a conquering nation less fit to rule others than are the Germans. This is true because the German policy is so brutal, so cruel, so scientifically exterminating. In the streets of every town in German Poland children are falling and dying of starvation. Children 8 to 12 years of age are being carried through the streets by their parents because they are too weak to walk—because of starvation. The Poles are being exterminated as fast as possible by the Germans just as the Armenians—the oldest Christian nation in the world—are being exterminated by the Germans and Turks. Why? Because Germany wants the property of the Poles for Germans after the war; and because they want the property of the Armenians for the Turks and Germans after the war.

Their will can and must be broken by defeat. It is not the will of the individual German. It is the bloody, brutal, cruel, devilish will of the German government and the German ruling class, mis-educated in the school which believes that war is the summation of human good.

A pro-German is any one who stands in the way of our successful prosecution of the war. Every word that falls from the tongue of any American or is written by him carries with it a responsibility greater than ever existed in the history of this nation. Look well to what you say or do.

Germany has in this country hundreds of papers printed in the German tongue. Whether this ought to be or not is a grave question. If any of these papers are loyal, I do not know of them. Some of them may be, but I have not heard of them.

These and other papers and many individuals say they are for America, but none of them say they are against Germany. He who is for us is against Germany. He who is not against Germany, tooth and nail, in this war is not for America. You can tell the pro-German by another test: If he is against France, or against Italy, or against Russia, he is pro-German.

The armies and navies of these powers are fighting our fight. They are dying by thousands every day to make the world safe for democracy. If we win, we must win because they do most of the fighting and dying, while we only do some of it.

The enemy of Great Britain is pro-German. The enemy of Russia is pro-German and anti-democratic. The enemy of Italy is against America. The enemy of France is lost to every claim of patriotism.

Do not let these pro-Germans poison the atmosphere in your locality by slandering our allies without challenge. It is time to call down the man who

fight against our armies with tongue or pen, no matter what flag those armies are fighting under. Words are things. In such a crisis they are dreadful things, portentous things, things which can not be allowed to pass as of no account.

Germany is penetrating every country of the world with her hired spies and traitors. She disorganized the Russian army through traitors after the revolution. She knew the plan of Russian battle beforehand through traitors. She has filled this country with spies and traitors. She has financed the I. W. W., without a doubt. She has destroyed property and debauched our citizens.

Is there any American who does not long for peace? Not one! Neither is there a Briton or Frenchman or Italian or Russian. But it must not be a German peace, leaving the great spider in the center of his web waiting for another chance. It must be a real peace. It must be made with the German people or with a ruined Hohenzollern—one or the other. But he who talks peace as if he only longs for it, as if he only were commissioned to make peace, must want a different sort of peace from the sort we must have. Distrust him. He may be sincere, but he may not be.

The world has in the past been conquered by traitors—oftener than it was ever conquered by arms. The Mexican people fought each other into slavery to Spain. Let us not be bought by German gold into slavery to Germany.

UNITED STATES PACIFIC FLEET.

Roster of Officers.

Admiral William Banks Caperton, United States Navy, commander in chief.

Commander L. McNamee, Chief of Staff.

Medical Inspector E. S. Bogert, Fleet Surgeon.

Pay Inspector J. Fyffe, Fleet Paymaster.

Major of Marines, R. M. Cutts, Marine Officer.

Lieutenant A. T. Beauregard, Flag Secretary.

Lieutenant H. M. Lammers, Flag Lieutenant.

Lieutenant (j. g.) W. S. Hogg, Fleet Radio Officer.

Assistant Paymaster T. A. Culhane.

Gunner J. J. Alexander, Radio Gunner.

Engineer H. G. Bowen, Fleet Engineer.

Commissioned Officers.

Commander G. B. Bradshaw	Ensign F. W. Wead
Commander Z. E. Briggs	Ensign E. P. Sauer
Lieut. Comdr. J. W. Pond	Ensign B. R. Alexander
Lieut. G. B. Wright	Ensign J. A. Sternberg
Lieut. J. A. Monroe	Ensign W. P. Bacon
Lieut. W. W. Bradley	Ensign J. M. Steele
Lieut. E. Lyders, NCDR	Ensign W. P. Rutledge
Lieut. R. Agerup, NCDR	Ensign J. D. Price
Lieut. M. Harloe, NCDR	Ensign E. W. Sprague NNV
Lieut. (jg) R. M. Johnson NCDR	Ensign F. Risser
Lieut. (jg) J. D. McLeod, NCDR	Ensign N. Anderson
Ensign W. H. A. Pike Jr.	Ensign F. Evans
Ensign W. Granat	Ensign F. Myers
Ensign R. J. Jondreau	Ensign C. S. Chapman
Ensign J. B. Kneip	Ensign C. J. Nanson
Ensign D. C. Watson	

Warrant Officers.

Surgeon Karl Ohnesorg	Chaplain L. N. Taylor
Asst. Surg. H. McDonald	Machinist G. C. Neilson
Dent. Surg. J. D. Halleck	Carpenter H. M. Davis
Paymaster C. S. Baker	Asst. Paymaster F. A. Abbott
Asst. Pay. F. G. Crist, NFR	Act. Pay Clerk D. F. Zimmerman
Capt. G. A. Johnson, USMC	Prov. Act. Pay Clerk W. S. Cooper
First Lieut. J. B. Sebree, USMC	Prov. Act. Pay Clerk C. C. Hanan

FIRST DIVISION.

Pittsburgh (Flagship).

Commander G. B. Bradshaw	Lieut. E. Lyders, N. R. F.
Lieut. J. E. Pond	Lieut. M. Harloe, N. R. F.
Lieut. J. A. Monroe	Lieut. (j. g.) J. D. McLeod, N. R. F.

Ensign W. Granat	Lieut. R. Agerup, N. R. F.
Ensign J. B. Kneip	Lieut. (j. g.) R. M. Johnson, NRF.
Ensign F. W. Wead	Ensign W. H. A. Pike Jr.
Ensign B. R. Alexander	Ensign R. J. Jondreau
Ensign W. P. Bacon	Ensign D. C. Watson
Ensign P. W. Rutledge	Ensign E. P. Sauer
Ensign E. W. Sprague, N.N.V.	Ensign J. M. Sternberg
Asst. Surg. H. McDonald	Ensign J. M. Steele
Paymaster C. S. Baker	Ensign J. D. Price
G. A. Johnson, U. S. M. C.	Surgeon Karl Ohnesorg
Chaplain L. N. Taylor	Dental Surgeon J. D. Halleck
Commander Z. E. Briggs	Asst. Pay. F. G. Crist, N. R. F.
Lieut. G. B. Wright	Lieut. First. J. B. Sebree, U.S.M.C.
Lieut. W. W. Bradley Jr.	

Frederick.

Captain W. C. Cole	Lieut. Com. J. P. Jackson
Lieut. Com. R. S. Culp	Lieut. Com. W. B. Allison, N.N.V.
Lieut. J. J. Manning	Lieut. A. A. Garcelon
Lieut. R. H. Baker, N. N. V.	Lieut. J. A. Dueray, N. N. V.
Lieut. R. A. Silent, N. N. V.	Lieut. W. E. Hubbard, N. N. V.
Lieut. (j.g.) H. S. Haynes, N.N.V.	Lieut. (j.g.) W. R. Cobb, N.N.V.
Ensign J. Wilkes	Ensign J. A. Scott
Ensign I. Parker	Ensign J. C. Tyler
Ensign I. Lehrfeld	Ensign W. S. B. Claude
Ensign L. D. Miller, N. R. F.	Ensign A. M. Baldwin, N. N. V.
Ensign S. R. Siebert, N. N. V.	Ensign C. B. Tillotson, N. N. V.
Ensign C. W. Pierce, N. N. V.	Ensign J. H. Garrett, N. R. F.
Paymaster E. M. Hacker	P. A. Surg. C. B. Munger
Asst. Surg. T. C. Pounds, N. N. V.	

Pueblo.

Captain G. W. Williams	Lieut. Com. M. H. Simons
Lieut. W. A. Glassford Jr.	Lieut. W. C. Owen
Lieut. J. F. Mc'Clain	Lieut. (j.g.) N. W. Hibbs
Lieut. (j.g.) A. Schulze	Lieut. J. G. Willey, N. N. V.
Lieut. F. R. Seaver, N. N. V.	Lieut. F. S. M. Harris, N. N. V.
Lieut. W. C. Tooze, N. N. V.	Lieut. D. A. Loebenstien, N. N. V.
Lieut. (j.g.) H. C. Buckle, N.N.V.	Ensign C. H. Ritchie
Ensign G. P. Brewster Jr.	Ensign Carlyle Craig
Midn. V. O. Clark	Midn. H. F. Conneill
Midn. H. W. Anderson	Ensign H. H. Gill, N. N. V.
Ensign R. J. A. Stern, N. N. V.	Ensign R. G. Shively, N. N. V.
Ensign Dana Hogan, N. N. V.	Ensign R. T. Haas, N. N. V.
Ensign A. A. Oakley, N. R. F.	Surgeon E. G. Parker
P. A. Surg. A. J. Murietta, N.N.V.	Asst. Surg. W. H. Bowman
P. A. Paymaster M. D. Stanley	Capt. H. C. Pierce, U. S. M. C.

South Dakota.

Captain L. A. Bostwick	Lieut. Com. M. G. Cook
Lieut. Com. L. H. Lacy	Lieut. Com. G. F. Blair, N. N. V.
Lieut. E. D. Almy	Lieut. H. A. Jones
Lieut. T. L. McCauley	Lieut. Weddell Foss, N. N. V.
Lieut. G. H. Jett, N. N. V.	Lieut. (j.g.) H. F. Parmelee
Ensign W. A. Corn	Ensign J. M. Moss
Ensign F. P. Thomas	Ensign F. G. Fabrion
Ensign G. K. Weber	Ensign Robert B. Mathews
Ensign E. W. Hoffman, N. N. V.	Ensign J. C. Freeman Jr., N.N.V.
Ensign E. H. LeTourneau, N.N.V.	Ensign H. M. Wakeman, N. N. V.
Ensign R. A. Mackey, N. N. V.	Ensign W. A. McAdam, N. N. V.
Asst. Surg. C. I. Wood	Asst. Surg. B. L. Norden, N.N.V.
Asst. Pay. R. W. Swearingen	

Complete Roster of the Crew of the Cruiser *Pittsburg*.

Aberle, Leo L.	Arnold, Earnest E.
Ackerman, Glenna A.	Asercion, Delfin
Adams, Alexander G.	Ashley, Frank E.
Adams, Harry A.	Atherton, Ralph
Adams, Robert F.	Aubrey, Jr., Harry P.
Adams, William W.	Avery, Samuel R.
Adcock, Paul W.	Bagby, George F.
Adkins, Nick W.	Baggett, Lucius T.
Ager, Miles K.	Baker, Forbes L.
Alfaro, Juan	Baker, Gordon L.
Alger, Sam	Baker, James L.
Allen, Thomas C.	Baldwin, Leslie
Ament, Herbert E.	Balingao, Mariano E.
Ammon, Alfred B.	Bares, Emite J.
Amos, Leoncio	Barnard, Jessie L.
Anderegg, Dewey F.	Barner, Fred M.
Anderson, Elmer W.	Barnhart, William H.
Anderson, John M.	Barnhouse, Edward B.
Anderson, Melvan R.	Barrett, Jason A.
Anderson, Ralph R.	Barrett, John W.
Anderson, Rowland	Barthel, Joseph L.
Anderson, William	Barton, Ubert S.
Andrews, Donald H.	Basden, Bennie
Andrews Jr., Edwin S.	Batcheler, John E.
Andrews, Joseph S.	Baxter, William O.
Angkico, Leopoldo	Bay, Ira M.
Anglovic, John M.	Beer, Warren J.
Applegate, Hubert F.	Bell, Thomas A.
Arnold, Victor W.	Bell, Thomas J.
Argule, William L.	Beltram, Fabian
Armstrong, James	Bennett, Jack
Armstrong, Jay W.	Berg, Louis A.

- Bergbower, Leo B.
Bergin, John V.
Berreth, Charley
Beye, Oral A.
Biggers, Earl G.
Billingsley, Claud H.
Bird, William J.
Birge, Lorenzo
Birk, Everill R.
Bitonio, Macario
Bjerke, Henry
Blackett, Walter N.
Blumberg, Ewart G.
Blythe, Oscar T.
Boice, Wes
Boldman, Blanchard
Boldman, William
Bolling, Robert A.
Bond, Everett J.
Bond, Percy
Bonner, Thomas W.
Bonus, Baltazas
Boos, George O.
Borgman, Barnard
Boswell, Albert L.
Bower, Philip F.
Box, Horace
Boyce, Harry L.
Boyd, Aubrey A.
Boyer, Raymond W.
Brackett, Charles A.
Brackett, Joe W.
Bradbury, Herbert T.
Bradley, Benjamin P.
Bradley, Forrest F.
Brady, William F.
Brandt, Frank S.
Brandt, Willard H.
Brandt, Wilbert H.
Brannan, Roy
Bratton, Elijah A.
Bridges, Walter
Britton, Ira H.
Brock, William B.
Brockhausen, Chester
Brooks, Owen E.
Brown, Jack
Brown, James R.
Brown, John P.
Brown, Russell C.
Bruker, Francis H.
Brunner, Frank
Buce, Jack McK.
Bullinger, Fred O.
Bunce, Frank
Burns, Frank
Burns, John F.
Burro, Grigorio
Buster, Pearly E.
Butcher, Fred R.
Butler, Martin K.
Buzard, Alfred J. Jr.
Byas, John F.
Byram, George C.
Bywaters, Branson B.
Cain, Will J.
Calamo, Charles A.
Caldron, Joseph
Caldwell, Robert
Campbell, Charlie W.
Campbell, John A.
Campbell, Roy
Cannon, George E.
Cannon, John M.
Cantrowith, Louis A.
Carey, Denis A.
Carley, Richard E.
Carlile, Herman J.
Carlton, Paul C.
Carpenter, Floyd A.
Carrigan, Chester J.
Carson, Albert E.
Carter, Fred J., Jr.
Case, Hugh F.
Casey, Guy
Casler, Joe
Cassel, Ned
Cates, Earl L.
Catlett, John M.
Caudell, Jess G.
Chadick, Alva G.
Chalk, William T.
Chamberlain, Reamer A.
Chambers, Robert J.
Charles, Herbert G.
Chenoweth, William
Cherry, John S.
Chervinski, Leonard M.

Cho, Bung H.
 Cisko, Paul
 Clarey, Roy A.
 Clark, Anderson
 Claassen, George D.
 Cleland, George S.
 Clemons, Stanford B.
 Clyde, Ralph
 Cochran, John
 Cockrell, Alexander M.
 Coffin, Henry S.
 Cogdill, Richard E.
 Coker, James W.
 Colbert, Harry E.
 Colby, Marcus W.
 Coleman, Ray
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